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二月

號六廿月六年二十國民華中

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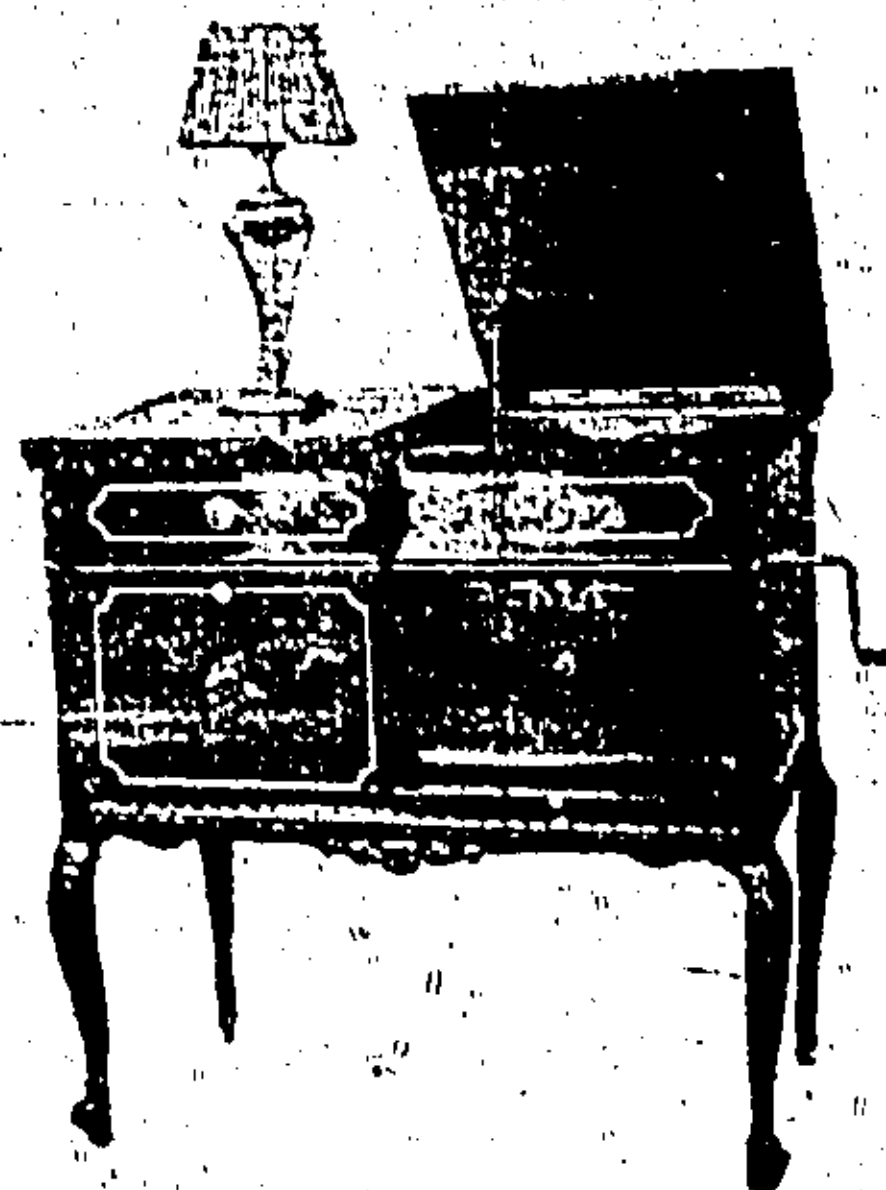
WEEK DAYS.			
7.00 a.m.	7.10 a.m.		"
7.30 " 8.00 "	every 15 minutes	Stop	"
8.00 " 8.30 "	" 10 "	"	"
8.30 "	8.37 "	Stopping	"
8.47 "	8.54 "	Non Stop	"
9.04 "	9.11 "	Non Stop	"
9.20 "	9.30 "	Stopping	"
9.30 a.m. to 11.00 p.m.	every 10 minutes	Stopping	"
11.30 " 12.30 p.m.	" 15 "	"	"
12.40 "	12.47 "	Non Stop	"
12.57 "	1.04 "	Non Stop	"
1.13 "	1.20 "	Non Stop	"
1.30 p.m. to 4.00 p.m.	every 10 minutes	Stopping	"
4.00 " 4.30 "	" 15 "	Stopping	"
4.30 " 4.50 "	" 10 "	Stopping	"







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HOLT MOTOR SHIPS.  
THE "TANTALUS."

Although Messrs. Alfred Holt & Co. have as yet no motor ships in their fleet, the three vessels of this class which are now under construction to their account will, states "Lloyd's List," when completed, afford them some extremely valuable and interesting information relating to the respective merits of various types of internal combustion machinery.

The first vessel to be completed will be the *Tantulus*. She is due to run trials in the course of the next few weeks, and will be followed by the *Medon*, in which a 3,000 h.p. long-stroke Burmeister and Wain Diesel engine will be fitted. Incidentally, this is the largest motor of its type that has ever been built. The third ship is to be equipped with Scott-Stirling machinery, and is now under construction at Scott's Yard on the Clyde. The *Medon* and the last-mentioned ship are normal cargo vessels of about 10,000 tons deadweight, but the *Tantulus* is considerably larger and is equipped with high-powered machinery. She has a deadweight of about 12,000 tons, the gross tonnage being slightly over 8,000. The length is 477 ft., the beam 58 ft., and the loaded draught will be in the neighbourhood of 28 ft.

## LARGEST B. AND W. ENGINES.

The hull has been constructed by the Caledonian Shipbuilding and Engineering Company at Dundee, but the propelling plant and a good deal of the auxiliary machinery has been shipped from Copenhagen, where it was built by Burmeister and Wain. The two engines installed are incidentally the largest that have yet been constructed by that firm, although they are in most respects similar to the standard 3,000-h.p. Harland and Wolff motors, of which so many examples have been installed in British motor ships. The normal power of the engines is developed at a speed of about 115 r.p.m., and there are eight cylinders 740 mm. bore and 1,130 mm. stroke. There is no novelty in the design, and the reversing system and the whole of the valve mechanism are similar to that fitted on the smaller standard engines. The only departure from ordinary practice is the provision of two separate three-stage high-pressure injection air compressors, on the end of each main crankshaft, instead of the single compressor which is more usually adopted.

In the arrangement of the auxiliary machinery in the engine room, there are certain differences compared with the method adopted with vessels built by Harland and Wolff, and equipped with similar propelling motors. The question of the provision of auxiliary air compressors to maintain the supply of starting and manoeuvring air is the subject of much debate among engineers and shipbuilders. In the British vessel it is almost universal to install two electrically driven compressors for this purpose, each driven by a motor of about 150 to 250 h.p. The Scandinavian practice for some years past has been to rely upon one auxiliary, and this is all that is provided in the *Tantulus*, the two-stage compressor, delivering air at about 230 lb. per square inch, being driven by an electric motor of 150 h.p.

The electrical generating plant is divided into four units, each comprising a 150 h.p. three-cylinder Diesel engine, coupled to a 100-k.w. 220-volt c.c. dynamo. The other electrical machinery in the engine-room includes the usual duplicate pumps for the supply of cooling water, as well as the lubricating oil, general service fuel transfer, and other pumps. The winches on deck are all electrically operated, while the steering gear is of the electro-hydraulic type.

## THE "MEDON."

The *Medon*, which was launched from Palmer's yard early in February, and which will be completed soon after the *Tantulus*, is notable for a simple engine-room arrangement. She is 400 ft. in length, with a beam of 52 ft., the displacement on a draught of 22 ft. 6 in. being 11,370 tons. The single propelling engine of 3,000 h.p. is of the long-stroke type, and is designed to run at a speed of 85 r.p.m. The eight cylinders are 740 mm. in diameter, with a stroke of 1,500 mm., and, unlike the engines of the *Tantulus*, there is only one air-compressor driven off the crankshaft. Moreover, the auxiliary air-compressing set has been entirely eliminated, but provision is made for charging the air-starting bottles from the electric generating plant.

There are three dynamos, each driven by a 150-h.p. three-cylinder Diesel engine. When the vessel is entering or leaving port—the only time when a considerable supply of manoeuvring air is needed—the electrical requirements on the ship will be met by one generating plant. Either one or both of the remaining sets may, if necessary, be brought into action, and by a simple arrangement the injection air-compressor on each of these plants can be made to charge the manoeuvring air reservoirs. This is the first time that such a system has been used on a ship, and, as it allows a cheaper auxiliary plant, it will, no doubt, be copied in the future if it proves entirely successful. It is true that there is a small steam-driven compressor fitted in the engine-room, but this is only an emergency plant, and with an extremely limited output, not intended to be brought into action unless the whole of the compressed air supply on the ship were lost.

## THE "ATROCITIES" OF PEACE.

When the pacifists tell us of the tragedies of war (says Mr. G. R. Stirling Taylor in the *Nineteenth Century*), we are ready to believe the worst of them. But, then, we can go on to show that the horrors of peace are more continuous, deeper rooted, and more lasting in their evil effects. And the chief atrocity of peace is the desire of selfish men to consider their own interests in defiance of the welfare of their fellow-men. The greatest crime against society, and it is a crime which is far commoner in peace-time than in war. For war is often the climax of self-sacrifice.

## THAT NAVAL BASE AT SINGAPORE.

## NO SOUND REASON FOR EXPENDITURE.

[ADMIRAL SIR PERCY SCOTT IN THE "DAILY MAIL."]

My attention has been called to various expressions of opinion as to whether, with our present state of high taxation and our large number of unemployed, it is absolutely necessary for us to build docks at Singapore, to accommodate our new battleships, the construction of which will practically give to the Chinese labouring classes nine million pounds of our taxpayers' money.

I have collected some of these opinions and the advocates of this expenditure appear to find it as difficult to invent a sound reason for imposing this extra burden on our taxpayers as they do to answer my question: "What is the use of a battleship?"

Admiral Sir Archibald Moore considers this expenditure as justifiable, his reason being that we must be prepared to operate in the East with capital ships, and we must therefore have a base in those waters.

Admiral Sir Cecil Lambert asks how the battleships are to be got to Singapore and what are they going to do if they can get there.

Admiral J. G. Armstrong considers that a naval base at Singapore will be a great asset for the future.

Admiral Mark Kerr considers that a big ship base at Singapore will be of no use; that it will be sheer waste of money.

Admiral Sir Edmond Slade considers that the advent of new naval powers in the East renders it imperative that we should have a strong force in that part of the world.

Admiral Sir Percy Scott considers that when Japan is defended with modern weapons our ships will not dare to go near her coast any more than they dared to approach the German shores.

Admiral C. E. Hunter considers that we require a base for big ships at Singapore because in later years Japan will be a menace to Australia.

Sir Percy Scott thinks that Australia, with modern weapons will be quite able to take care of herself and will not require any of our obsolete battleships.

Admiral Sir Guy Gaunt, M.P., considers that a base at Singapore would assist the Admiralty in the defence of Australia.

Mr. Lambert, M.P., regards making a base at Singapore as madness.

Mr. Asquith considers the proposal as wholly unwarranted by any proved necessity.

Major-General Seely points out that the Secretary for Air declared, "Judged by every standard of defence our Air Force is not strong enough." He calls attention to the fact that the Admiralty wish to spend 9½ millions on a dock at Singapore.

Mr. Darbishire, M.P., who knows Singapore well, says this dock will cost 20 millions instead of 9½ millions.

Mr. Amery (First Lord of the Admiralty), as an inducement to get 9 millions of golden sovereigns out of the British taxpayers to give to Chinese labourers, tells us that apropos getting out new battleships to Singapore, "submarines have never affected the free movements of the Fleet."

Admiral Sir Cecil Loley Lambert characterises this statement as the greatest contradiction of all positive facts for which a Cabinet Minister has ever been made responsible.

Sir Cecil Lambert states that there was not a movement, there was not an order, there was not a single act of the Navy which was not affected by consideration of the submarine menace.

I quite agree with Sir Cecil, but who are we—what do we know about it in comparison with Mr. Amery?

Well Sir Cecil was a Lord of the Admiralty during the war, and a part of his duties was to prevent our battleships from being destroyed by submarines.

Who am I? Well, I happened to be during part of the war head of the anti-submarine department; my business was to destroy them; so we both of us ought to know something about whether submarines affected the free movements of the Fleet or not.

What we certainly know is that, despite our efforts we did not prevent a certain number of battleships and other ships from being sent to the bottom of the ocean by submarines. I suppose Mr. Amery does not consider sending part of the Fleet to the bottom as an interference with their free movement, and possibly, he will tell us that the battleships (excepting, of course, those that were sent to the bottom) ran away to Lemnos for change of air, not on account of submarines affecting their free movements!

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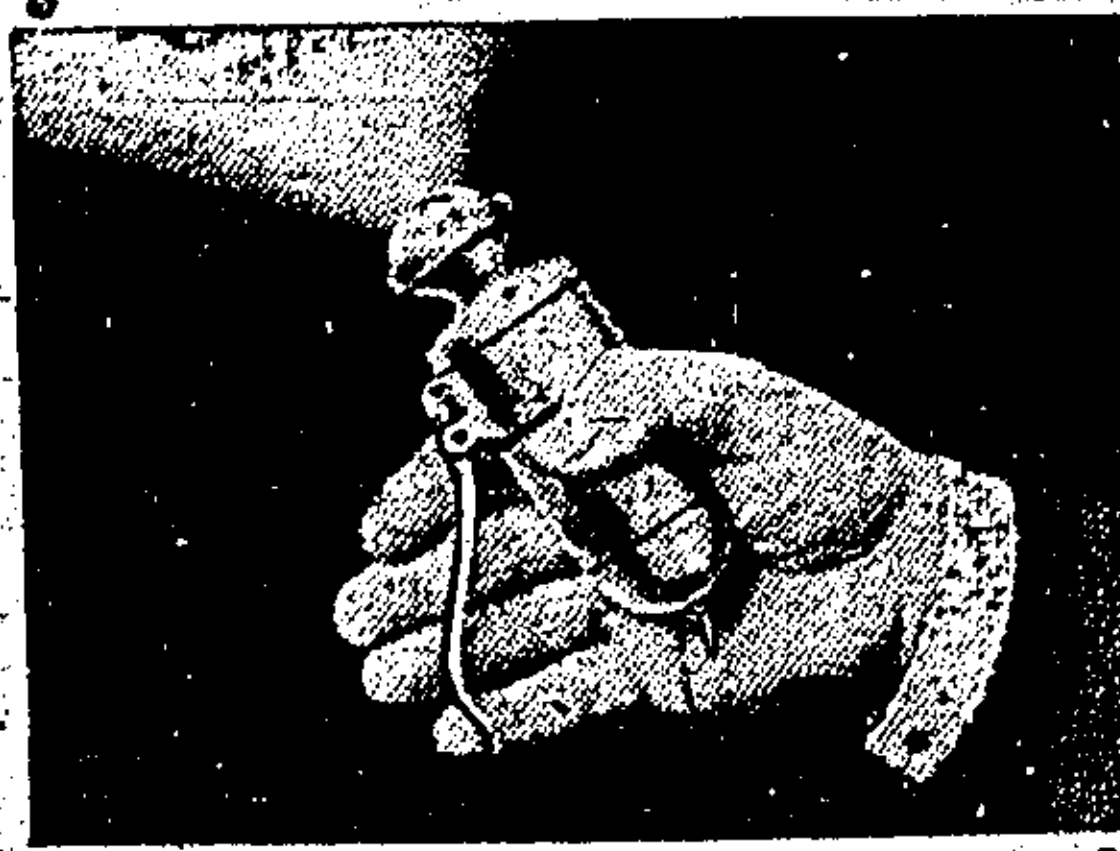
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### WHAT DOES RELIGION COST YOU?

SERMON BY THE REV. H. CROPLEY MOYLE, M.A.

The following sermon was preached in St. John's Cathedral on Sunday morning by the Rev. H. Cropley Moyle, M.A., the Senior Chaplain:—

St. Matt. II. 11.—"Verily I say unto you among them that are born of women there hath not risen a greater than John the Baptist; yet he that is but little in the kingdom of Heaven is greater than he."

This is the birthday of St. John the Baptist. His death is commemorated on August 29th. It was his work to prepare the way for our Lord Jesus Christ. All that he did, he did with that end in view. He was always making men think of Jesus Christ, when asked who he was, he said he was just a voice crying: Prepare ye the way of the Lord. When some of his followers were inclined to be jealous of the crowds who went to hear Jesus Christ, John answered them: "He must increase, but I must decrease." He was a fearless preacher of righteousness. He came in days of great religious excitement among the Jews, and he laid stress on the need of national repentance as the best preparation for the coming of Christ. His preaching caused a great religious revival among the Jews, and even many who were not Jews came to hear him and ask his advice. He told men not to rely on their privileges but to "bring forth fruits meet for repentance."

His fearless denunciation of evil brought him under the displeasure of Herod Antipas, the ruler of Galilee, who was one of the sons of the king of Syria. Herod had divorced his wife in order to marry Herodias, who was his brother Philip's wife, and his own niece. John had denounced the wickedness of the alliance and had been imprisoned in consequence. But Herod was afraid of John and it was only the successful scheme of the more daring Herodias, taking advantage of Herod's rashness, that brought about the Baptist's death. So the Baptist's religion cost him his life. We were thinking last Sunday morning what religion cost us in money. Let us this morning ask ourselves what our religion costs us in time. That surely is a practical question and ought, therefore, to appeal to those people who say they are practical people and are interested in the results of religion and not in dogma.

What does religion cost us? John the Baptist gave his whole life to religion and at last he died for it, and our Blessed Lord said that "he that is but little in the Kingdom of Heaven is greater than he." By that I suppose our Lord meant that the privileges and opportunities of a Christian are so very much greater than the privileges and opportunities of those who lived before the Christian Church began, that the greatest man of the old dispensation was not so privileged as the least gifted Christian. If that be so, if our privileges are so great, our responsibilities must be equally great. How are we discharging them?

There are some who feel these responsibilities so much that they believe that nothing but the complete dedication of their whole lives to God's service can enable them to discharge their responsibilities. A notable feature of the life of our Church at the present day is the revival of religious orders of men and of women who give themselves entirely to the religious life. And we may be thankful that it is so, for there is work in plenty in the Anglican Communion to-day for men and women who have entirely dedicated themselves to the service of God. But to most Christian people the call of God is a call to live the Christian life, while still living in the world of secular occupation. The vocation of most men and women is to live in close and intimate contact with all those influences which flow from the social organisation, and to share in the hopes and struggles and pleasures and work of the community in which they live. In some ways this is more difficult than the life of those who have consecrated themselves to God's service. Probably the chief danger besetting the ordinary Christian life, especially here in the Far East where we live in a non-Christian "atmosphere," is the danger of growing laxity. And this can only be overcome by constantly reminding ourselves of the great privileges which are ours as Christians and the great responsibilities which are thereby entailed upon us. As members of the Christian Church we are responsible for the honour of Christ. We are not only bound to be on our guard against an increased laxity in our own lives, but we have to remember that we are our brothers' keepers and are bound to try and check a growing laxity in the lives of others. Without in any way becoming a busybody in other men's matters we have a responsibility for the spiritual well-being of our neighbours which we have no right to shrink. It is difficult to estimate the influence for good or evil which our lives have on others, but it is generally much greater than we think. Take for instance the matter of regular attendance at public worship. There are many people who think it is nobody's business but their own whether they attend public worship or not. But they are mistaken. The emptiness of their place in God's house tends to depress others who have come to worship, while on the other hand the fact of seeing them in Church would have encouraged others to a similar attendance. God desires our worship. Our Blessed Lord set us the example of regular attendance at public worship in the synagogue and when He was in Jerusalem He was frequently to be found in the Temple, and He thought as that God the Father wishes to see us worshipping Him in spirit and in truth. The early Christians used to meet together on the first day of the week to celebrate the sacrament of the Holy Communion, and it is still the privilege and the duty of Christians to do the same. The early Christians named this day "The Lord's Day" because it was the day on which they specially met together in His name.

(Continued at foot of next column.)

### A NEW RACE COURSE FOR PEKING.

A writer in the *Fair Eastern Times* says:—

There must be a number of people still alive in China who remember the Races that used to be run in Foochow in the days when this port ranked as something more than it does to-day. Of the causes which marked its gradual decadence we have no need to do more than refer to the transfer of the tea trade to the Yangtze valley and to the slow but sure superseding of the foreign merchant by the native. As the foreigner slowly lost his foothold, and as the Native slid back into his ancient and accustomed groove, so did fewer ponies start at the race meetings, and fewer dollars find their way into the purses, until, a day came when racing ceased entirely. And the sport has never been revived.

Customs statistics record a steady rise in the trade of nearly every other Treaty Port of China and it is a curious fact that at each port progressed so did interest in pony racing become more pronounced. If another example is required of what trade depression will do, witness the noble efforts of Chefoo's community to maintain their Gymkhana on the West Beach when not so many years ago a successful meeting did not necessitate the strenuous exertions of to-day.

The Chinese have raced ponies since time immemorial, pacing being their pride rather than galloping, and they have been quick to follow the lead of the foreigner. At Shanghai they co-operate with the foreigners in the Kiangwan Race Course. At Tientsin they have their own track though racing there has not yet come into the popularity it enjoys elsewhere. And now there is a new club in Peking. The International Race and Recreation Club, Newspaper announcements hitherto have not adequately conveyed the extent of the operations of this new club.

Nanyuan is too distant for close observation. An immense tract of land free from hamlet or other habitation is the first thing that meets the eye. A short walk from a wide road that is being built leads to the race track, perhaps the widest in China and a mile and a half in circumference. There is an inner course, a smaller track for training purposes in wet weather. Stables have already been erected where a large number of ponies can be housed and cared for under conditions that rival the best in Europe and America. The home straight is half a mile long and the Grand Stand will be erected facing the East.

In the centre of the course there is to be a 9-hole golf-links. As a matter of fact it is proposed to establish a country club on the grounds where tennis and all outdoor games can be indulged in. Artesian well water is plentiful and a swimming pool is to be built. A large plot of ground has been assigned for the building of cottages by such members as may care to live nearby.

These plans are not merely visionary for much is already "fait accompli." Hundreds of young trees have been planted which will in time remedy too open an aspect, and already the growth of grass on the track is pleasing to the eye. And all this, of course, is costing a lot of money. Racing in Peking is on the ascendancy, and while the city does not enjoy the title of Treaty Port, money is being accumulated here though trade may not be directly responsible. With Foochow and Chefoo as glaring examples, no other conclusion can be drawn.

to keep the Memorial of His Death. He had said "Do this in remembrance of Me" and because they loved Him they kept His commandment. And if we have a real love for our Lord (and that is the only true foundation for religion) we shall be anxious to meet Him in this sacrament each Sunday. There is much confusion of thought about the duty of Sunday observance. Many people think that duty rests upon the fourth commandment. But the Christian Lord's Day is quite a different thing from the Sabbath. The Jewish Sabbath was a day on which certain things were unlawful. The idea of it was a negative idea. "Thou shalt do no manner of work." The Jewish Sabbath has never been binding upon Christians. There were people in the early ages who wished to make it binding on the Christian Church together with all the rest of the law of Moses. But they did not succeed. The Acts of the Apostles and the epistles of St. Paul show us that there was a danger of the whole Jewish law being imposed on Christians. But it was not imposed, and the Christian Sabbath is not the same as the Jewish Sabbath. The Lord's Day is a day for worship. It is a day on which you must do certain things. And if we worship on that day we need not think it wrong afterwards to take part in any innocent game. The idea of Sunday as a day of idleness has been a fruitful source of evil. It is an old saying that the Devil tempts us all but an idea man tempts the Devil. It is certainly better to be playing a game than to be idle. But if we do not worship we are showing disrespect to God. We are by our action proclaiming that we will not take the trouble to give an hour or two a week to His worship. God has said "Thou shalt honour Me." I will honour Him, but they that dispute Me shall be lightly esteemed." God has made us and given us life and all the blessings which we enjoy, and He has taught us that He expects us to give some of our time to worship Him and work for Him. We may not be called, as John the Baptist was, to give the whole of our time to God's worship and work, but we are called to give Him some of our time. Can we say that we are doing our duty in the matter? Are we following the example of Our Lord Jesus Christ? And rendering to God the honour due to Him?

### CLAIM FOR WAGES.

INDIAN WATCHMAN SUES A CHINESE THEATRE.

At the Summary Court yesterday morning, before His Honour the Puisne Judge (Mr. Justice Gompertz), a watchman named Bella Singh sued Yee Hing Fat, managing partner of the lessees of the Cheong Lok Theatre for the recovery of \$57 alleged to be due as wages for services rendered.

Mr. C. A. S. Russ appeared for the plaintiff, and Mr. C. H. Lyson for the defendant.

Mr. Russ said that on February 16th the plaintiff was engaged, through the medium of an Indian police sergeant, as a watchman for the defendant at \$30 a month. At the end of his first month wages were paid, but after about a month the theatre was closed. Plaintiff then approached the defendant and asked for his wages and met with a refusal. The plaintiff then asked to be allowed to leave; this request was also refused. The defendant stating that it was necessary for him to have a watchman to look after the fittings of the theatre. The plaintiff stayed on until May 11th, during which period he continually asked for his pay but the defendant kept putting him off. The Indian police sergeants also intervened on his behalf, but without success. On May 7th the plaintiff instructed his solicitors, and they wrote letters to the defendants. Later the plaintiff's solicitors received a reply stating that the watchman's services terminated on March 14th. On May 11th the plaintiff again asked for his money. He was offered \$10. This he refused and he left.

Giving evidence in support of the plaintiff's claim the Indian police sergeant, who is stationed at Shaikwan, was asked by Mr. Russ: You know Shaikwan and you know its population?—Yes.

What would have happened if there had been no watchman?

(Mr. Russ, addressing his Lordship, said: I know Shaikwan, and I know what would have happened.)

The witness replied that everything would have been stolen.

Mr. Lyson, opening his case, said the defendant was the managing partner of the lessees of the Cheong Lok Theatre, a permanent theatre at Shaikwan. The theatre was being erected by a firm of contractors known as the Woo Fat Firm, but before it was completed the first floor collapsed, and as the result of this the contractors were fined \$200 at the Magistrate's Court. All this happened shortly before Chinese New Year and the defendant made application to the Captain Superintendent of Police for a special permit to hold theatrical performances for one month. This was granted on February 16th. On February 16th the plaintiff was engaged by the defendant as a watchman at \$30 a month or \$1 per day. On Chinese New Year Day the defendant gave the plaintiff \$2 cunsha. The theatre was finally closed on the 14th March and the plaintiff was paid \$27 plus the 2 cunsha and the plaintiff was dismissed. He understood that since that time the plaintiff had been sleeping on the premises, but the defendant did not order him to do so.

Mr. Lyson added that at the end of the month the theatre was handed back to the builders and none of the property stored there belonged to the defendant. His Honour gave judgment for the plaintiff.

### INDIAN POLICE SERGEANT SUES.

At the Summary Court yesterday morning, before His Honour the Puisne Judge (Mr. Justice Gompertz) a Sikh watchman sued an Indian police lance-sergeant for the recovery of \$49, being \$45 the price of a goat and kid and \$4 money deposited by the plaintiff with the defendant.

Mr. C. A. S. Russ, for the plaintiff, said the transaction took place in June, 1917. In January, 1919, plaintiff went to Macao where he stayed about a year. In 1920 he moved to Szentow, where he also stayed about a year, returning to Hongkong in 1921. He then saw defendant about the debt, defendant promised to pay. On March 1st, 1922, plaintiff again asked defendant for the money, defendant said that if the plaintiff would lend him \$50 he would send \$100 to plaintiff's home in India. Plaintiff would not lend the \$50 and no money was paid.

His Lordship was doubtful whether the Statute of Limitations did not bar the claim. He doubted whether the oral acknowledgment of the debt was sufficient.

Mr. Russ said that in view of a decision given a short time ago by Mr. Justice Wood he could proceed.

It was decided to take the evidence and to go into the point raised later.

The defendant's case was that he bought a goat from plaintiff for an Indian police inspector. The inspector paid him \$30. This money he handed over to plaintiff, who said it satisfied him.

His Lordship reserved judgment.

### SCENE IN QUEEN'S ROAD.

A remarkable scene was witnessed in Queen's Road West on Sunday. A Chinese married woman, about 38 years of age, was seen to throw herself from the verandah of No. 10 into the street below. As she fell she landed on the shoulder of a Chinese passing by, sending him spinning into the road, but at the same time greatly mitigating the force of her own fall, and in all probability saving her life. She was taken to the Government Civil Hospital immediately. It appears that the woman has been suffering from periods of madness for some ten years past, and jumped from the verandah in the hope of taking her life.

### CORRESPONDENCE.

GAMING IN KOWLOON.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

Sir.—A letter appeared in this morning's issue over the cowardly *non despondimus* "Querist" asking for information. Gladly will I supply the information, with the permission of the use of your valuable correspondence column. This being granted, I will promise you faithfully, that I will not trespass on your valuable space any more, as I think the information which follows will be quite enough for "Querist" or any other cowardly or contemptible "Kicker" or would-be conductor of a gambling casino, of which I have reliable information they are desirous of obtaining a licence for.

"Querist" asks: "Is it a fact that public gaming has been going on in Kowloon for the past fortnight, and is intended to continue for another month?"

As the proprietor of this amusing enterprise which is hurting "Querist" and his following so much, I have much pleasure in stating that, no gambling is being conducted on my premises, as all games are *games of skill* and nothing in the nature of a lottery or a game of chance, or a "roulette wheel" such as my information tells me poor "Querist" applied for and was refused. Further, all my games are patented and copyright as games of skill and consequently are legal throughout the British Empire. As to my stopping another month, that rests with me whether I stop another month or a year, and accordingly as it suits me so will I act.

Questions Nos. 2 and 3 we will pass over as the ravings of a wower (the definition of a wower, by the way, is a dog barking at the moon for being so bright on a cold frosty night when he was so cold and dull).

Question No. 4 is not aimed at me, but I can furnish an answer. A prosecution was certainly conducted in Raigdon, but was not instigated by the police, but, on the other hand, was invited by myself and my manager, Mr. Fred W. Howard, to determine whether these games were legal or otherwise in Burma. A copy of the *Rangoon Times* which accompanies this letter, Mr. Editor, will verify my statement. Further, a second copy of the same paper, issued the day following, will explain the facts of the case, which resulted in it being thrown out of court.

Question No. 5 is a huge joke and would not be worthy of comment if it were not for the fact that I want to point out that "Querist" is an abject fool and does not stop to consider facts. At the rate of \$3,000 daily profit, it would amount to \$90,000 monthly. Did the stupid "wower" think of this when he made that wide computation? How long would I have to continue to become a rich man?

Questions 6, 7 and 8 are not worthy of comment.

Question No. 9 is answered by my reply to No. 1.

Question No. 10. If "Querist" can produce the soldier who lost \$100 in the *whote time he has been here*, let alone "in one bet," I will forfeit \$1,000 to charity.

Question No. 11. "Is it a fact that a dark thrower who is a marksman is not allowed to continue throwing at gold, silver, copper?"

It is a fact. "Querist" for the very simple reason that *every competitor must take his turn* and I must take advantage of this opportunity to thank you for the compliment you pay us (unintentionally) of proving that our games are run strictly to the letter of the law and that you obviously do not know the difference between games of chance and games of skill.

Question No. 12 I consider an absolute impertinence and is worthy of further investigation by the proper authorities as to who "Querist" really is, casting, as he does, an imputation, which, on reflection, amounts to one of two charges, either collusion or negligence.

In conclusion I will challenge "Querist" to come out in the open, lay his cards on the table and abide by public opinion. The verdict would be that it is not the welfare of the community that prompted his vituperative raving, but a selfish and ulterior motive, and I state right here and now, whether he be "Querist," Bioscopist or Rouletteist, that if he sings any more mud at me through the Press, I will retaliate in quite a different way and, as I have given my word to you, Mr. Editor, at the beginning of this letter, I will not ask for space to reply, as I do not think they are worthy of reply.

Thanking you in anticipation, I am, Sir, Yours faithfully,

C. A. STANTON

(Stanton's Midway Shows.)

### COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Retail adjustment of your glasses. Your Red-framing Opticians, located in 53, Queen's Road Central—Advz. [101]



## THOSE SHIPPING PROFITS.

MR. MOLLER AND MR. BURKILL AND THE COLONIAL SECRETARY.

The following correspondence was published in the *N. C. Daily News* of the 22nd inst.:

Sir—Some time has now passed since the publication of my speech surrounding the enforced liquidation of my Shanghai office, and naturally as anticipated it caused considerable comment both here and at the port of Hongkong.

Recent publications have appeared in the local press of extracts from Hongkong papers, and I have also before me several cuttings at my disposal from which I find that the Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, has seen fit to remark to the Press that many of my statements are untrue, to wit:—

That my vessels were not profiteered.

That the money was not or has not been used for the benefit of the Colony of Hongkong.

That the Hongkong Government was simply acting as agents.

That my steamers were treated alike similar to vessels of the Indo-China S.S. Co. and the China Navigation Co., and other British requisitioned vessels.

And, finally closes with the voluntary information that the amounts secured through the running of our vessels, are considered as a liability by the Hongkong Government.

I am not desirous of exciting further public sympathy, but I am determined that I shall not allow my worldly possessions to be appropriated by an illegal and unjustifiable scheme without disclosing the fact. Nor am I prepared to permit anyone to call me down, publicly, by stating that many of the facts in my speech were untrue.

Quite apart from the controversy now on, I have the greatest respect for Mr. A. G. M. Fletcher. His fair action in dealing with many and varied shipping problems, in which we were brought together during the course of the War are not forgotten by me, nor am I forgetful of his genuine sympathy extended to me over my very unfortunate position, and his unbounded approval and sanction given to a proposal, so late as June last year, whereby an attempt was made to settle the present claims and disputes, by a 50 per cent. division between the Colony of Hongkong and the shipowners concerned, of the appropriated profits now retained in the hands of the Colony. I now again repeat and stand by the whole of the contents of my speech, and I further set out "definite facts," as a reply to Mr. Fletcher's contention that some of my statements were untrue.

Profiteering—I again repeat, "That my steamers were never used, nor intended to be used for war purposes, or in aid and defence of the Colony of Hongkong, or in any connection therewith; and, who can vouch for this better than myself, when as Mr. Fletcher does know, every fixture of my vessels during the whole period that my vessels were under the Hongkong Control Scheme, were entered into, signed for, and the freights collected from the Chinese charterers and handed over to the Colonial Government by my own firm. We were brought into direct contact with the Chinese charterers and they were the ordinary Chinese merchants doing trade on this coast, and the fixtures were the usual coastal charters that were fixed before the War, and will continue to be fixed for all time.

The whole of the profits earned by these fixtures were enormous, and in every instance the whole of the surplus of such freights were handed over and paid to the local Hongkong Control Scheme, but in each instance under a written protest from ourselves.

As stated in my speech, I do maintain that the appropriation of these funds was illegal and unjustifiable, as such act was not warranted by any Act of Parliament, Ordinance, Order-in-Council, Royal Prerogative, or other lawful authority; and, that it did eventually necessitate the Hongkong Government to call to their aid, the effective and sure step of the Indemnity Ordinance of 1922, to see them safely through. The profiteering figures mentioned by me in my speech, were gathered through the medium of my firm acting as collectors and agents for the Hongkong Control Scheme, and are substantially correct.

At no time were we brought into touch or connection with the Admiralty, the Commander of Hongkong, or anyone responsible for the genuine requisition of British vessels, necessary for war purposes, or for the defence and aid of the Colony of Hongkong.

Claim as acting as Agent, for Home Government.—I am not at all desirous of passing any comment whatsoever on this point, I am not entitled to. But, the simple facts as they were represented to us, were that we were requested to place our ships at the disposal of the Hongkong Government by communication direct from the local authorities, and later on we were guided by a certain form of charter-party, to wit, T. 20 form.

We were requested to consider our vessels as bound down under the terms of such charter-party, but no signature was ever forthcoming or attached to such charter-party, to show with whom we were dealing; and so it remains even so to this day, leaving it a binding document on me, but with no one named on the other side to shoulder the responsibility of the commandeering of our vessels, to which we so earnestly protested.

I would remind Mr. A. G. M. Fletcher of the following three statements made by the Attorney-General in September, 1921, in introducing the Bill at its first reading before the Legislative Council:

A.—It would also like to remind the shipowners concerned that the Government, in carrying out this shipping scheme, accepted the war risks on these ships. That risk, as it happened, was not serious, but the possibility of a rider finding its way into these waters was not an impossible one. There was also the danger of explosions amongst the cargoes, explosions engineered by enemy agents in the East. The Government took the risk of any damage due to any operations of War. If a rider had appeared in these waters and had sunk even half the ships, the resulting loss would, at a time of very high value of shipping, have been most crippling. It was a risk contemplated with considerable anxiety at the time by the Government, and if the loss had occurred it would have been a most severe one for the Colony, from which it would not have recovered for a long time. Are we then, to get nothing in return for the risk the Colony as a whole took?

B.—It may not be generally known that we did, at one time, offer the Imperial Government the whole of the collections from this requisition scheme, if they would accept the risk and the Imperial Government refused to do so. We, therefore, had to carry it through on our own.

C.—We made for this Colony during the War, certain contributions to the Imperial Government for the carrying on of the War. We sent Home out of the ordinary revenue over five millions; and out of special rates imposed for War Purposes over two millions. We also raised a loan of three millions and sent that to the Imperial Government. The cash payments have gone; the loan remains and what it is proposed to do with the money collected by the Government under the requisitioning is to place it in a fund for the redemption of that War Loan.

I would remind Mr. A. G. M. Fletcher of that memorable speech of Sir Claude Severn, before the Legislative Council in January, 1920, to wit:—

With regard to the European Community, I will deal first with the proposal I laid down before the Council for building a hotel and flats in Kowloon. We had money for the work, or thought we had, when the owners of the vessels requisitioned under the Local Scheme bethought themselves that there was no reason why the profits made by this scheme should be devoted to improvements beneficial to the Colony, and as providing hotel and housing accommodation for the Colony and also extending facilities for education among various classes of the community. They saw no reason why the money should be devoted to those purposes, but thought that the money should come back into their own pockets. I must leave the community of this Colony to judge which is the better way of disposing of profits, which may be considered War Profits, and which would have gone at Home into the Imperial Exchequer. The Government in view of the action taken which may in time come before the courts, do not feel in a position to spend any these profits on the proposals until the courts have finally dealt with the matter. Therefore, the Colony has been deprived of what it urgently needs—hotel accommodation and money which may have been advanced for the purpose of building houses when the scheme of building flats was given up.

The University has also to be deprived of a quarter of a million dollars and education generally of a sum of five lakhs of dollars.

I would also remind Mr. A. G. M. Fletcher of his own personal statement to me, that the funds were in the hands of the Colony of Hongkong, to make use of them as they liked.

Does the above, coupled with Mr. Fletcher's present statement that the funds may be used for some shipping purpose, justify the rebuke that my assertions are untrue? It is quite possible that the position might have been different in the very first instance, but, surely this must have been considerably altered later on to permit of the remarks as related above.

My vessels taken under the same conditions as those of the China Navigation and Indo-China Companies and others.—I cannot find myself able to at all agree on this point. My simple contention is, our vessels were taken from us, for the simple purpose of making money out of them, and this, I contend, was done in an illegal manner, totally unsupported by any Regulation or Ordinance, and there the position with me ends.

It does not concern me, nor do I know upon what terms the vessels of the China Navigation Co. and the Indo-China Co. were requisitioned, but I do know that these two gigantic concerns, both with enormous reserves behind them, each had a representative on the Hongkong Control Shipping Board (a privilege which the combination of smaller shipowners was not allowed), and that each of these companies were permitted to keep open, and run a certain amount of their vessels on their standard coast lines right through the whole of the war, and the height of the boom in shipping freights. I quite recognize the reasonableness of this decision at the same time it permitted the opportunity of at least making good on a part of their vessels, a fact I do not at all regret.

That my statement "That the Colonial Secretary at Hongkong obtain a stay of legal proceedings, and later the Government protected itself by Ordinance," is untrue.—Surely Mr. A. G. M. Fletcher cannot forget the interview, that both Mr. Williamson and myself attended up at his office in the Colonial Secretariat Building. The meeting, at which the inadvisability of both parties carrying on with the legal proceedings, already instituted by us, was brought up; where it was pointed out to us, the futility of incurring huge mutual legal obligations; and where it was suggested, that in view of the early departure for Home of Mr. A. G. M. Fletcher, we should leave all proceedings in abeyance until his return, and that in the interim an adjustment might possibly take place.

There is no object for me to make any untrue statements, as no possible "good" would ever result therefrom, nor do I desire to associate myself with any such means to attain my ends. And, I will again state that the result of the interview was the means of the legal proceedings being held up, and such facts are in written existence in Hongkong to day.

At that interview there was no whisper, intimation, or warning passed before Mr. Williamson or myself that an Ordinance and the eventual Indemnity Act of 1922, would be set into operation during Mr. Fletcher's absence at Home, but such really was the case, and it came into operation and full force shortly after his return to the Colony.

The coincidence and the connexion were remarkable, and still even in face of this I still believe and contend that Mr. Fletcher was at that meeting, acting in entire good faith towards us, but that all the same the subsequent inauguration of the Indemnity Act of 1922, was started almost immediately afterwards with a view to block our claim and crumple our legal proceedings.

Both Mr. Williamson and myself, took the guidance of Mr. Fletcher at the interview in entire good faith and acted upon same by suspending our legal proceedings forthwith.

Present Liability of the Colony of Hongkong for the \$2,231,204.—The sum of \$2,231,204 appropriated under the local Hongkong Government Control Scheme is now put down as one of the Colony's liabilities.

Can Mr. Fletcher satisfy me that this was the case, when Sir Claude Severn made his speech in January, 1920, above referred to, when he went into the details of what they were going to do with the money?

Can Mr. Fletcher satisfy me on this, in face of the remarks "A," "B" and "C," quoted by the Attorney-General, when the first Reading of the Indemnity Act was introduced in September, 1921, (also above referred to)?

And lastly, can Mr. Fletcher satisfy me that this was the case, as late as June, last year, when to me personally, he gave his unbounded sanction and approval to the scheme, which went eventually before the official members of the Hongkong Legislative Council, all Citizens of the Colony of Hongkong, whereby it was proposed by him, with I was told, the sanction of the then Acting Governor, that these untraded discussions should be settled amicably, by a division of the Control Scheme Profits, upon a basis of 50 per cent. to the Government of Hongkong, and 50 per cent. to the shipowners concerned.

This scheme was condemned and thrown out, by the unofficial members of the Legislative Council of Hongkong, all Citizens of the Colony of Hongkong.

Everyone here in Shanghai is aware that one of my parents was not of British nationality. But my mother taught me to love the country of her birth; taught me to stand by it in its distress and to give what help I could when needed; taught me to look up to that unshakable pillar, known as "British Justice," taught me to know of that great British pride "Fair-play and a fair deal," taught me to know that "Might is not right," taught me not to be afraid when a great injustice has been done to me, and therefore those who are responsible for the injustice perpetrated upon me for the appropriation of funds they could not otherwise have come rightly into their hands, must understand that I will bring this great injustice into the sunlight, when I have been barred by all other lawful means of having a fair hearing.

(Continued at foot of next column.)

## PEAK TRAM TRAGEDY.

CHINESE LAYS DOWN IN FRONT OF APPROACHING CAR.

SPINE CRUSHED BY WHEELS.

A horrible sight was witnessed by passengers in the 3.10 p.m. down car on the Peak Tramway yesterday afternoon. The car had reached the Bowen Road level, and was opposite the filter beds when a Chinese coolie was seen to deliberately throw himself across the rails. A European inspector was on the car, and as soon as he saw the man's intention he cried out to the driver to stop. The latter complied with remarkable celerity and the car was brought up in a very short space of time, but it was too late. The suicide, for such he undoubtedly was, had chosen his time well, and it was impossible for the train to stop in the space between it and himself. The result was that the front wheels passed clean over his back, breaking his spine across the middle. The Inspector immediately phoned the Superintendent, Mr. L. G. Croft, who came down to the scene by the next available car. Before doing so, however, he telephoned to the police. Meanwhile the body had been extricated from under the car. The man was dead, and death must have taken place instantaneously. Police were soon on the scene, and the body was conveyed to the mortuary. The appearance of the deceased was that of a Chinese coolie of about thirty-five years of age. His identity is unknown.

## CROWN LAND SALES.

REMARKABLE BIDDING.

Two lots of Crown land, one at Ma Tau Chung and the other at Stubbs Road, were sold by auction yesterday afternoon. Owing to the disarrangement at the P.W.D. office, caused by the removal into the new buildings, the sale was held at the Volunteer Headquarters. The first sale was of Kowloon Inland Lots, 1591, 1590, 1589, and 1588 (sold together), comprising a total area of about 407,953 square feet. The yearly rentals are \$534, \$508, \$220, and \$500 respectively. The upset price of the property was \$31,587, but after moderately brisk bidding it was knocked down to a Chinese purchaser at \$450,500.

The second lot was Inland Lot No. 2,421, situated on the new motor road from Gap Road to Wanchai Gap, having an area of about 88,000 square feet, and an annual rental of \$500. The upset price was \$14,700. The price rose steadily in bids of from \$100 to \$500, until \$100,200 was reached, when the lot was knocked down to another Chinese bidder. The attendance was good, and consisted almost entirely of Chinese.

And, who will blame me, when I will call it not "British," nor "Fair-play," nor "Justice" when the profits (the results of years of my untiring work) accumulated under an unjustifiable control-scheme, shall at the expense and distress of one single modest Shanghai shipowner, and through means over which he has no control, go into the coffers of the Hongkong Government, to satisfy the requirements, comforts, and other improvements of the Colony of Hongkong, when no such appropriation is made on the profits of such gigantic concerns, as the Hongkong and Shanghai Bank, the Hongkong and Whampoa Dock Co., the Union Insurance Co., and many other countless profitable institutions, which are the pillars of and situated in the very heart of that Colony.

I am, etc.,  
ERIC MOLLER.  
SHANGHAI, June 20th, 1923.

Sir—In your issue of the 21st instant you quote, from "The South China Morning Post," a letter written by one of the shipowners who suffered and I would like to make one point quite clear. Under Paragraphs "A" and "B," the Attorney General laboured the point as to the risk the Hongkong Government took and tried to get the Imperial Government to take over in accepting the war risk on the scheme.

The most amusing feature of this is that while the Hongkong Government were apparently carrying such war risk, they kept the secret so well that shipowners were not informed that war risk was covered and I defy any Government servant in Hongkong to produce any document showing that the owners of the str. *Wallowen* were notified that the boat was covered for a specific sum under a Government war risk policy or any other war risk policy. Further as the Honourable Mr. A.G.M. Fletcher is still trailing the red herring re Imperial Government and the Naval Commadore, etc., being responsible may I remind him that this also was a Government secret and if he will look up a certain notice of Requisition and Control dated March 19th, 1918, and headed "Colonial Secretary's Office, Hongkong," he will see that it was signed by the Honourable Claude Severn and stated that the Governor of Hongkong etc., etc.

Under this document, how does he make out that the actual requisition was carried out by the Naval Commadore.

I am, etc.,  
C. R. BURKILL.  
SHANGHAI, June 21st, 1923.

## HIGH CLASS

## CIGARETTES &amp; TOBACCOS

Abdulla Cigarettes	...	No. 11 per tin	\$2.80
"	...	" 5	2.50
"	...	" 14	2.20
"	...	" 16	1.65
"	...	" 75	1.35
" Straight Cut	...	—	1.45
Boguslavsky, Virginian	...	No. 2	1.40
" Piccadilly	...	...	1.25
State Express Cigarettes	...	...	1.20
" Manhums	...	...	1.40

## TOBACCOS

Abdulla, Straight Cut	...	per 1 lb. tin	\$1.80
Dunbills "My Mixture"	...	...	2.50
" Standard	...	...	1.95
John Cottons, Medium	...	...	1.75
Ardath Medium Mixture	...	...	1.50
State Express Tradition	...	...	1.90
Hankeys Mixture	...	...	2.20
Sil Philips	...	...	2.20
Craven	...	...	1.75

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All Bread sold by Café Wiseman is made by machinery under the most scrupulous clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Café Wiseman Bread can be had in the following kinds.—Sandwich, Tin, Coburg, French, Vienna, Household and Brown Bread.

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BLACK IRIS ... GUSTAV LIND  
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COTTON VOILS  
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PLAIN & FANCY.ZEPHYRS  
STRIPED & CHECKED.DOUBLE WIDTH  
NOVELTIES IN EMBROIDERED  
VOILE AND ORGANDIE



## NEW ADVERTISEMENTS

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**AN INTERIM DIVIDEND** of Six Dollars per Share for the Six Months ending 30th JUNE, 1923, will be payable on **TUESDAY, JULY 24th**, on which date Dividend Warrants may be obtained on application at the Company's Office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **MONDAY, the 8th, to MONDAY, the 23rd JULY** (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Acting Secretary.

Hongkong, 25th June, 1923. [985]

## CHIEF DE CUISINE.

ON demande pour de suite pour hotel a Shanghai un bon cuisinier, preferable Suisse, sérieux, énergique et capable.

Adresser offres avec copies de certificats, photo et prétentions de salaire sous chiffre G.H.K., au bureau du journal, *Hongkong Daily Press*.

[988]

## NOTICE TO CONSIGNEES.

## FROM NEW YORK, NORFOLK AND YOKOHAMA.

## THE S.S. "ROMAN PRINCE"

having arrived from the above Ports. Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 30th June, 1923, at 10 A.M.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 1st July, 1923, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **FURNES (PAT. EAST), LTD.**,  
St. George's Building.  
Hongkong, 25th June, 1923. [997]

## G. R. NOTICE.

**OWNERS** of Motor Vehicles, Trucks, Trolleys, Carts, Vans, and **DRIVERS** of Motor Vehicles are hereby **NOTIFIED** that Licences for same are due for Renewal on **JULY 1st, 1923.**

**P. P. J. WODEHOUSE**,  
Captain Superintendent of Police.  
Hongkong, 23rd June, 1923. [991]

## PEAK TRAMWAYS CO., LTD.

## NOTICE.

ON and After 1st JULY, 1923, Season Tickets will only be issued as from 1st and 15th of any month. No extensions of time will be granted under any conditions whatsoever. Prices of Season Tickets available for 3 months will be as follows:

From Terminus to Terminus—Men \$36, Ladies \$24, Children \$12.

To or from May Road and Upper or Lower Terminus—Men \$29, Ladies \$14, Children \$7.

Season Tickets between Bowen Road and Lower Terminus will be discontinued.

Punch Tickets will cease to be issued and in lieu thereof Coupon Books containing 20 Coupons (One Coupon to be tendered for each journey up or down) will be obtainable at the following rates:

One Book of 20 First Class Coupons, Full distance.....\$5.00.

One Book of 20 First Class Coupons  
—May Road.....\$3.50.

## CHILDREN HALF THE ABOVE.

One Book of 20 Third Class Coupons \$1.50 (Available only for Chinese and other Asiatics).

## JOHN D. HUMPHREYS &amp; SON,

General Managers.  
Monday, 25th June, 1923. [992]

## P. &amp; O. S. N. CO.

**STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.**

Through Bills of Lading issued for Eastern, Persian Gulf, Continental, American and South African Ports.

**THE** Steamship "SICILIA," Captain E. C. Miller, A.R.N., carrying His Majesty's Mails will be despatched from this Port on or about **SATURDAY, 30th JUNE, 1923**, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before sailing. The contents and values of all packages are required.

For further particulars apply to—  
**MACINNON, MACKENZIE & CO.**,  
Agents.

Hongkong, 25th June, 1923. [989]

## HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

## INTIMATIONS

## NOTICE.

**MR. W. G. SAUNDERS** has THIS DAY been Authorized to Sign for our Company Per Prosignation.  
**T. E. GRIFFITH, LTD.**  
Canton, 26th June, 1923. [984]

**LADIES** and **GENTLEMEN** suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "321" WORKS, Beadon Square (H.P.), Calcutta (India). [105]

## S.S. "PANTHOS"

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE.

**CONSIGNEES** of Cargo from **MARSEILLE, L.ES.**, also Cargo ex "EL KANTARA" from **HAVRE**, etc., in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 26th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th instant, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 26th instant, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

**R. RODENFUSER**,  
Acting Agent.  
Hongkong, 20th June, 1923. [983]

## THE BEN LINE STEAMERS, L. MTD.

## From ANTWERP, MIDDLESBRO' LONDON &amp; STRAITS.

## The Steamship "BENBINNEN"

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or ext. hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 11th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.**,  
Agents.  
Hongkong, 21st June, 1923. [985]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

**CONSIGNEES** per Company's Steamer "HELENUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd June.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th July, or they will not be recognized.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE**,  
Agents.  
Hongkong, 23rd June, 1923. [990]

## S.S. "LIEUTENANT DE MISSIES SY."

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE.

**CONSIGNEES** of Cargo from **ANTWERP, MIDDLESBROUGH, LONDON, etc.**, also Cargo ex "YANG-TSE" from **HAVRE, COGNAC, etc.**, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 30th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th July, 1923, or they will not be recognized.

All damaged packages will be examined on Saturday, the 29th inst., at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

**R. RODENFUSER**,  
Acting Agent.  
Hongkong, 14th June, 1923. [994]

## INTIMATIONS

## HUMPHREYS ESTATE &amp; FINANCE CO., LTD.

**NOTICE IS HEREBY GIVEN** that Certificate No. 8773 for 200 Shares numbered 77151 to 77200, 47291 to 47350, 110052 to 110076, 191888 to 192037, 84151 to 84175; Certificate No. 8774 for 200 Shares numbered 35551 to 35590, 37101 to 37300; Certificate No. 8775 for 10 Shares numbered 89951 to 90000 all registered in the Name of **MR. LAM CHOR YIN** have been **LOST** or **DESTROYED**; and should these Certificates not be presented to the Company before the 7th DAY OF JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

**JOHN D. HUMPHREYS & SON**,  
General Managers.  
Hongkong, 7th June, 1923. [922]

## HOTEL TO LET.

## THE KOWLOON HOTEL, HANKOW ROAD, KOWLOON.

(ONE MINUTE'S WALK FROM THE STAR FERRY.)

**NEW** and **Unfurnished** Up-to-date First Class European Residential and Tourist HOTEL of Six Stories high with Extensive Roof Garden and Basement suitable for Garage. More than 90 Large and Airy Rooms and each Story is furnished with 9 Sanitary Baths and 7 Water Closets.

One Large and Long Hall as Dining Room which can hold about 150 Persons; One Smoking and Sitting Room; 9 Billiard Rooms; One Private and One Public Bar in the First Story.

A fashionable Electric Elevator; one Boiler; All Electric Lights, Fans, Bells and Fittings will be furnished.

The construction of this Hotel will be completed at the end of this month and same can be leased on 5 or 10 years to carry on business from the beginning of July, 1923.

For Rent and Particulars, Please apply to—  
**TONG WA LAND INVESTMENT & AGENCY CO.**,  
43A, Queen's Road East,  
or  
**MR. LAI HIN MAN**,  
c/o ORIENTAL COMMERCIAL BANK LTD. [943]

## TO LET.

## OFFICES IN UNION BUILDING—Four Rooms on Fifth Floor.

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## WANTED.

## ORGANIST WANTED at St. Peter's Church for One Service a Sunday. Apply CHAPMAN, St. John's Cathedral. [993]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction,

on **MONDAY, the 16th JULY, 1923,**

commencing at 3.00 P.M., at their Sales Room, **DUNDRELL STREET.**

## ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 20-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned.)

Terms—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

**LAMBERT BROTHERS**,  
Auctioneers.

## PARTICULARS

## VALUABLE LEASEHOLD PROPERTY

Situate at **No. 13 WING HING STREET, TAIKOO HONGKONG.**

To be Sold by Order of the Mortgagee.

By **PUBLIC AUCTION,**

in ONE LOT

On **TUESDAY,**

The 17th Day of JULY, 1923, at 2 o'clock P.M.

By **Messrs. LAMBERT BROTHERS**

At Their Office, **DUNDRELL STREET.**

**THE** Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2188 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

**Messrs. HASTINGS & HASTINGS**,  
Solicitors,  
8, Des Vaux Road Central.

**Messrs. LAMBERT BROTHERS**  
(Auctioneers).

## HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

SHARE AND LAND BROKERS.

No. 8, Des Vaux Road,  
2nd Floor.

Telephone No. C. 4306. [107]

## INTIMATION

## TOILET SOAP BARGAINS.

Yarley's Oatmeal Soap... 50 cts. per box

Coal Tar Soap... 50 " "

Carbolic Soap... 50 " "

Colgate's Floating Bath Soap... 20 " per Tab

Vinolia L. & L. Soap... 50 " per box

Carbolic Soap... 50 " "

Coal Tar Soap... 50 " "

Medical Soap... \$1.20 " "

Terebene Soap... 1.20 " "

Zambak Soap... 1.75 " "

Cimolite Soap... 1.00 " "

Colgate's Sulphur Soap... 60 cts. " "

Zenobia Assorted Soap... 5.00 " "

Savon Pate Amandes... 25 cts. Tab. 2.75 per box 1 doz.

Rimmels Cologne Soap... 1.50 " per box

J. & J.'s Baby Soap... 1.35 " "

Gerard's Eucalyptus Soap... 10 cts. Tab. 1.00 per doz.

Piver's Soap assorted... 3.00 " per box

Oatine Soap... 1.00 " "

Antezema Soap... 1.00 " "

K. & G.'s Heliotrope Soap... 5.00 " "

Savon Fleur D'Amour & Ambre Rose... 6.00 " "

Assorted Best... 3.75 " "

Round... 2.25 " "

## A. S. WATSON &amp; CO., LTD.,

Hongkong Dispensary.

TELEPHONE CENTRAL 16.

## BIRTH.

**BASSET**—At Shanghai, on June 26th, to Monsieur and Madame LUCIEN BASSET, a son.

## MARRIAGE.

**WILKES**—KENT—At the British Consulate, Tsingtao, on June 23rd, ERIC WILKES, of the Hongkong and Shanghai Banking Corporation, younger son of Major and Mrs. WILKES, of Reading, to DORIS ESSINGTON KENT, elder daughter of Capt. and Mrs. W. E. KENT, of Shanghai. [866]

## DEATH.

**MANTHEL**—At Shanghai, on June 26th, JOHN L. MANTHEL, chief engineer, s.s. *Wootung*, aged 57 years.

Hongkong Office: 10A, Des Vaux Rd., C. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, JUNE 26th, 1923.

## BROKEN CHINA.

In the absence of a President, and a Cabinet, and while the Parliament in Peking is unable to get together a quorum, who claims to govern in China? We suppose that while the world has been watching with mingled pity and amusement the kaleidoscopic changes of the stars in the political firmament of China there have existed in the Government bureaux at Peking veritable Vicars of Bray who carry on the real business of the nation "whatsoever King may reign." At no time since the inauguration of the Republican regime in China has the country been in such a politically helpless condition as it is to-day. During the past fortnight we have seen the President compelled, by considerations of personal safety, to leave the capital for the protection of the British settlement at Tientsin, but still claiming to exercise the functions of Chief Executive, making appointments by mandates which pass unregarded, except as utilities in the great tragedy. The Chihli War Lord TSAO KUN, in whose interests the vendetta against the President has been waged, sits on the fence, not daring, for the present at least, to have himself proclaimed as President or Dictator of China, for it is reported that Tuan

CHI-JUI, the old Anfu Chief, is working vigorously at his house in Tientsin to form a body in opposition to him. The rumours are very contradictory as to what is taking place. Mr. ROOSEY GILBERT says the usual story is that TUAN CHI-JUI is preparing an alliance between Dr. SUN YAT-SEN, CHANG TAO-LIN and LI YUNG-SHANG of Chekiang, but in conservative official circles in Peking it is believed that a great effort is being made to bring WU PEI-YU and TUAN CHI-JUI together in a big Peiyang army movement wholly to eliminate the Tientsin clique and "put TSAO KUN in his place"—which evidently is not in the Presidency. Then we have the statement that TANG SHAO-YI—whom the deposed President has by mandate appointed Prime Minister—and LI YUNG-SHANG, the Tachun of Chekiang, are contemplating making Hangchow the seat of government, and if that happens the supporters of the Tachun of Nanking are talking of the possibility of an early outbreak of war between Chekiang and Kiangsu. These conditions in the North have inspired Dr. SUN YAT-SEN's supporters with new hope, and the latest reports from Canton speak of WU PEI-YU withdrawing his forces from Kwangtung in order to strengthen his position in the Yangtze Valley. Dr. SUN is recreating his "Ministry." The Minister of Foreign Affairs and the Minister of Finance took the oath of office at Canton yesterday and our contemporary there expresses the pious hope that these gentlemen will in their respective spheres "direct the machinery of state smoothly and efficiently to the end that we shall have a Government at once efficient, honourable and praiseworthy, commanding the respect of Chinese and foreigners alike." But, at most, the "State" in this case is not likely to extend beyond the borders of the province of Kwangtung. It is evident that events are rapidly moving towards the disintegration of China, and only by foreign intervention in some form can there be any hope for the salvation of China from internecine warfare on a scale surpassing anything that has yet occurred. How long will it be before the Powers can be got to agree upon the kind of intervention that is so plainly needed? Peking reports tell us that nothing drastic on America's part is possible until the opening of the next session of Congress in December, though no foreign organisation has spoken out more strongly on the necessity for foreign action than the American Chamber of Commerce in Peking. It has sent to the Washington Chamber of Commerce a resolution which expresses deep sympathy with the Chinese people who are being rapidly driven towards Bolshevism by their rulers. It mentions the increasing disorder, which has reached a stage where Chinese and foreign lives and property are no longer safe, and proposes an intervention in the land and sea forces of Britain, France, Japan and America with the object of protecting the railway, telegraph and postal administrations, placing these under a commission of the four Powers. The resolution also proposes that no further loan should be advanced to the present, so-called Government. An international commission, consisting of three members each of the above Powers, should be immediately appointed to make recommendations, within three months after its appointment, to meet the deplorable situation. Among intelligent Chinese as well as among foreigners the opinion is rapidly gaining ground that if peace and order are to be maintained in China it can only be done by some such means as those indicated in the American resolution.

On the occasion of the birthday of His Majesty the Queen of Siam, the Chinese merchants of Bangkok presented her with a Rolls-Royce car.

It is proposed to change the stamps of the Philippines. "Filipino national heroes and historical and beautiful native scenes will be printed on the stamps of different denominations."

An application has been made by a prominent Ningpo resident, Mr. Lu Yu Yen, for permission to construct a long distance telephone service between Shanghai, Hangchow and Ningpo.

The market report issued by the Foochow Chamber of Commerce shows that 8,574,432 lbs. of tea have been exported from Foochow during the season 1922-1923. This is more than double the quantity exported last season.

Taking advantage of the opening of the new fiscal year in America, Russian refugees in Shanghai are making every effort to migrate to the United States. Since June 1st the U.S. Consulate General at Shanghai has affixed more than 185 visas, and 100 of the refugees are leaving immediately.

Silk forwarded from Hongkong on the *Empress of Canada* on June 22nd arrived in New York on June 22nd (9.15 a.m.) having been 20 days in transit. Allowing for the 13 hours difference in time between Hongkong and New York the exact time in transit from Hongkong to St. John's Park Station, N.Y., for the silk by the *Empress of Canada* was 20 days 10 hours. This is the shortest time in transit which has ever been made.

In the course of a case at the Magistracy yesterday afternoon before Mr. J. R. Wood, when a Chinese was charged with robbing a house at the village of Kip Shek Mi, it was stated that the robbers carried hatchets, iron bars, and knives, and used torches made of bamboo and filled with oil. The defendant in the case was charged with stealing clothing from the house. It appears that he was the only one of the party arrested, and then it was on information received by the police. The men were seen by a little girl living at the house, who stated that she recognised the defendant as one of the men. Prisoner denied the charge and the case was remanded till to-morrow morning.

## THE LATEST MAIL.

## QUICK PASSAGE BY A HONGKONG-BUILT SHIP.

The *Rhesus*, the latest ship built in Hongkong for the Blue Funnel Line, arrived in port last night, on her first outward voyage, bringing the English mail, *via* Brindisi, of the 29th May. The ship has done the trip out from Liverpool in the remarkably good time of 30 days.

## OFFICIAL APPOINTMENTS TO HONGKONG.

## THE NEW DIRECTOR OF PUBLIC WORKS.

Information has been received by the Government that Mr. Harold Thomas Creasy, M.I.M.C.E., A.M.I.Mech.E., who, since 1917, has been Deputy Director of Public Works in Ceylon, has been appointed to the post of Director of Public Works in Hongkong, in succession to Mr. T. L. Perkins, who recently left for Home on leave preliminary to retirement in September. Mr. Creasy, who is 59 years of age, has been in Ceylon since 1897, occupying first the position of district engineer of Colombo. In 1908 he was appointed district engineer of Dandagumura, and in 1909 provincial engineer of the North Central Province. In 1913 he was promoted Assistant Director of Public Works, and filled the acting appointment of Deputy Director for two lengthy periods prior to his appointment to the substantive post in March, 1917.



## CABLES.

LATEST CABLES.  
[THROUGH AMSTERDAM AGENCY.]THE TEST OF THE "WETS."  
AMERICAN GOVERNMENT  
DETERMINED.

New York, June 25th.

The liners *Caronia*, *Cedric* and *Providence* have arrived with large stores of liquor which will be seized. The *Cedric's* "wet" goods are listed as "surplus medical stores."

The *Providence* has asked permission to use 295 litres of wine, and 21 bottles of brandy as rations for the crew, but the medical authorities allowed only 195 litres (two quarts), and sealed the remainder until it is decided how much to allow for the homeward voyage.

The Italian liner *Conte Verde* brought two thousand gallons of wine, unsealed, which is claimed as being required for the crew and third class passengers.

Prohibition Commissioner Hayes has announced that the Government is determined to carry out its policy of seizing liquor as it arrives. The *Times* and the *World* are of opinion that the Government is in an unpleasant situation, and the only way of escape is through congressional action.

## ACCIDENT TO U.S. PRESIDENTIAL PARTY.

JOURNALIST AND CHAFFEUR  
KILLED.

DENVER, COLORADO, June 24th.

Mr. Sumner Curtis, the well-known newspaper man, representative of the Republican National Committee, who was accompanying President Harding on his western tour, was killed instantly owing to the automobile in which he was travelling plunging into a creek over the side of a cliff.

The chauffeur died from injuries received, and two journalists who were travelling in the same car were seriously injured.

President and Mrs. Harding have remained at Denver to visit the soldier's hospital.

## IMPERIAL TRADE.

## RECOMMENDATIONS BY FEDERATION OF BRITISH INDUSTRIES.

LONDON, June 23rd.

Definite suggestions for the fostering of Imperial trade were made in the interim report of the committee of the Federation of British Industries, which has been considering the subject for the past six months.

The report recommends the abolition of export duties on raw materials from Crown Colonies; the establishment of absolute uniformity in customs regulations; introduction by the Dominions of anti-dumping legislation, similar to that operating in Australia and New Zealand; and the improvement of postal and telegraphic communication, linking the West Indies with the African Colonies, the latter through Cape Town. The report advocates that Great Britain shall, as far as possible, furnish capital, experience and help for Dominion industrial undertakings, and is of the opinion that sporadic conferences should be replaced by permanent organisation, with subsidiary annual conferences of the Dominion representatives in London.

ANOTHER MOTOR-BOAT  
RECORD.

COPENHAGEN, June 24th.

The Englishman, Campbell, has established another world's motor-boat record, covering a mile in 26.14 seconds, at a rate 137 miles an hour. The old record was 27.27 seconds.

## EARLIER CABLES.

FRENCH AIRMAN CRASHES.  
MIRACULOUS ESCAPE OF  
MECHANIC.

PARIS, June 24th.

The French ace, Jean Canale, holder of the French height record, crashed from a height of two thousand feet at Demeran-court, on the Oise. The machine nosed-dive, his mechanic miraculously escaped with slight injuries.

## THE GRAND PRIX.

PARIS, June 24th.

The Grand Prix result was: Elbert de Savoy, Chevrete, Le Capucin, Grand Guignol.

FAR EASTERN CABLE  
NEWS.

[THROUGH AMSTERDAM AGENCY.]

## ANOTHER ROBBER OUTRAGE.

TRAIN PASSENGERS SHOT AND  
ROBBED.

PEKING, June 24th.

A robber outrage is reported to have taken place on the South-Manchurian railway on June 22nd. It appears that four Chinese who were disguised as passengers, when the train was between Shaho and Shihliho, drew out revolvers and drove the conductors into a small room. The robbers then closed the doors at the front and back of one carriage and started firing at random. They took all the jewellery and valuables from the fourteen passengers on this coach and got off the train when it slowed up at Shihliho, disappearing in the darkness with the booty.

The Japanese conductor was wounded in the chest and a Chinese passenger was shot in the side. Both were seriously injured and their condition is reported to be dangerous.

## PEKING POLITICS.

PEKING, June 24th.

Chang Ying Hua has withdrawn his resignation and is now negotiating with a view to the conclusion of a loan with the Crisp Group.

Kao Ling Wei takes the portfolio of Agriculture and Commerce, concurrently with the Ministry of the Interior.

Huei Kung, Vice-Minister, has become Acting Minister of Education.

## BANQUE INDUSTRIELLE TRIAL.

PARIS, June 24th.

In the Banque Industrielle de Chine trial the Deputy Prosecutor asked that severer punishment be inflicted on M. Berthelot and M. Pervotte than on the other defendants. The case was adjourned to July 5th.

## FIRE ON THE "RHODESIA."

CARGO OF HEMP FROM HONGKONG.

PORT SAID, June 24th.

A fire has broken out in some hemp stored in numbers one and two holds of the Danish steamer *Rhodesia*, bound from Hongkong to America. The vessel is lying in the Great Bitter Lake. The hatches have been battened down, and it will probably be necessary to flood the holds. The Suez Canal Company has sent assistance.

[BY COURTESY OF THE "DAILY BULLETIN"]

## H.K.S.B. AT SHANGHAI.

BRITISH MINISTER'S SPEECH.

SHANGHAI, June 24th.

Sir J. W. R. Macleay, H. M.'s Minister to Peking, at the opening of the new building of the Hongkong and Shanghai Banking Corporation, referring to the building itself, said that the magnificent building not only surpasses the great achievements which the skill of the architect, Messrs. Palmer and Turner, and the art designer, Mr. Wilson, led us to expect, but will stand as a lasting tribute to the energy and business capacity of the contractors. And what of the men who conceived the grand idea, and what of those who by their brains, industry, courage and loyalty to the great Corporation they have served, built up from small beginnings over half a century ago these great reserves of prosperity which have made its realisation possible, and have given to the International Settlement of Shanghai a building which, in the nobility of its decorations, beauty of its proportions, and the elegance of its appointments, is not surpassed by any financial or commercial house in Asia and the Far East from Suez to the Behring Sea? Much could be written and said of these men, and the directors and managers of the institution. Their names, like "Wayfoong" itself, are household words in China.

## "JACKSON'S FOLLY."

The Hon. Mr. A. G. Stephen, after thanking His Excellency for his presence, said that 37 years ago, when the present building of the head office of the bank at Hongkong was opened, it was a building of an unusually pretentious character at that time, and in the general opinion was much too large. The building was dubbed "Jackson's Folly," after the celebrated Chief Manager of that time. "I have not heard that this more ambitious effort has yet been called 'Stephen's Folly.' I hope my faith will be as well justified as was that of my great predecessor."

## ABSCONDED?

THE AFFAIRS OF MAYER & CO.  
ALLEGATIONS OF FRAUD AGAINST  
OSCAR MARCEL MAYER.

Allegations of fraud and of having absconded from the Colony with considerable sums of money were laid against Oscar Marcel Mayer of the firm of Mayer & Co., by Mr. Elsie Zeitlyn, barrister-at-law, yesterday afternoon at the Supreme Court, before his Honour the Puisne Judge (Mr. Justice Gompertz), sitting in original jurisdiction.

The action was one in which Lo On and Alfred So Chan appeared as the plaintiffs, and they were represented by Mr. Zeitlyn (instructed by Mr. A. J. Arculli). The defendants were cited as Mayer & Co. and Oscar Marcel Mayer, but they did not appear in Court. The plaintiffs sought the surrender of an indenture of mortgage made between the parties, and they asked for the indenture to be destroyed or otherwise cancelled. In the alternative they asked for a declaration that the said indenture is void and of no effect. They further asked for the payment of the sum of \$5,000, for damages and for further order relief.

Mr. Zeitlyn said he had a motion for judgment in default of appearance. The writ in this action was served on the 21st March on the defendant firm by a copy being served on the person having control of the management of the defendant firm. The defendant, Oscar Marcel Mayer, could not be served as his whereabouts could not be ascertained and a motion was made to effect substituted service in April. No appearance had been entered on behalf of the defendant firm on or behalf of Oscar Marcel Mayer, and under these circumstances, on the 13th June an order was made, giving leave to the plaintiffs to proceed with the action *ex parte* and a statement of claim was filed on the 14th June. The plaintiffs were Alfred So Chan, of No. 13, School Street, Tai Hang Village, and Lo On, No. 130, Jervois Street. The defendant firm carried on business as flour merchants at No. 6, Queen's Road Central, until about the end of March or the beginning of April this year, and the second defendant (Oscar Marcel Mayer), acted throughout the whole of the period as managing partner. In October, 1922, Alfred So Chan was employed by the defendants as a compradore. As a term of employment the defendant desired the sum of \$25,000 should be deposited with the firm by way of security, \$5,000 being in cash and \$20,000 security by indenture of mortgage on certain property, belonging to Lo On and registered in the Land Office as the remaining portion of island lot 195 C. The \$5,000 was deposited and he (Mr. Zeitlyn) had the receipt. An indenture of mortgage was made in favour of Oscar Marcel Mayer. The firm ceased business about the end of March and Mayer cleared out of the Colony.

Alfred So Chan, *alias* Chan Chok Nam, in the witness-box, said that on the 11th October, last year he entered the services of the defendant Company as compradore. It was a term of such agreement that \$25,000 should be deposited, \$5,000 in cash and \$20,000 by mortgage on some leasehold property belonging to Lo On. The witness produced the receipt for \$5,000, and also the agreement which set out that his services as compradore could be terminated by three months' notice. In the second month of this year he received a letter from the defendant Company, saying that Mr. Oscar Marcel Mayer was leaving the Colony very shortly. The letter went on to state: "And we are therefore obliged to dispense with your services. Trusting you will take this short notice in a friendly way and understand the spirit of this letter." (Sd.) A. A. FRANCO.

The witness had discharged all his duties to the defendants and owed them no money. They owed him \$5,000.

His Lordship asked what had happened to the firm, and the witness replied that it had ceased to exist.

Mr. Zeitlyn mentioned that the managing partner of the firm had absconded with very considerable sums of money, having by fraud obtained large sums of money on account of contracts, which now, of course, would never be carried out.

Lo On, registered owner of the remaining portion of island lot No. 195 C, said the defendants had made a request to him to engage the plaintiff, So Chan, as a compradore on a security of \$5,000 in cash and \$20,000 by mortgage. He now knew that the defendant had absconded and he now demanded the surrender of the indenture of mortgage.

Mr. Zeitlyn said that the plaintiffs could have saved themselves considerable trouble by making out a fictitious reassignment of the mortgage, but they preferred going to considerable trouble and expense in getting the matter rectified in a proper manner. He thought His Lordship would be glad to know this.

His Lordship made an order declaring the indenture null and void and gave judgment for the recovery of the \$5,000 with costs.

Under the heading "The Bankruptcy Act, 1914: Reviving Orders" the following paragraph is published in London papers of the 23rd ult.: "Grant, A.W., lately residing at 91, Latham-gardens, a member of Thatched House Club, St. James's, London, S.W., but whose present residence the Petitioning creditors are unable to ascertain, retired civil servant."

## BOOKS OF TO-DAY.

[BY "AUTO-LOGIC"]

## LORD NORTHCILLIFFE'S DIARY.

It is very probable that there are, even now, many people who will sniff at the superior way when you mention the name of Lord Northcilliffe, and say "Oh, yes! He was the proprietor of the *Times* and *Comer* was, I believe?" His lordship wielded a pen far more powerfully than any other man of our time, and his keenest critics can never say with truth—that he did not exercise his great influence with the best intentions of furthering the cause of the Empire. Lord Northcilliffe was a patriot; a greatly beloved man and a bitterly hated man, for where he was concerned there was no halfway; you either were with him or against him. He was not always in the right. Neither Napoleon, nor George Washington. But ever another Samuel Smiles chooses to write a modern "Self Help" he ought to devote many chapters to a study of Lord Northcilliffe's life and labours as instance of what pluck, hard work, organisation, and immense driving force can accomplish. At the age of sixteen Alfred Hildesley was a reporter earning a few shillings a week at the *Standard*, and early age of something over fifty he was a millionaire viscount, head of a gigantic combination of powerful newspapers that could make Ministers and shake dynasties.

LORD NORTHCILLIFFE, TRAVELLER.  
During his last great tour of the world Lord Northcilliffe kept a fully illustrated diary of his travels. It was never intended for publication, Lord Northcilliffe's idea being to send home his daily writings for circulation amongst his intimate friends. It would have been a pity, indeed, to have withheld from the public such a truly interesting compilation as this, and so, under the title of "My Journey Round the World," the volume has been issued from one would expect. Lord Northcilliffe's observations, mostly dictated to his secretaries at odd moments in trains, hotels, and ship's cabins, are brief, pithy, often witty, and always of surpassing interest. His life's training enabled him to see at a glance the essential things stripped of superfluous trimmings, and although his suffering health he seems not to have missed anything there was to be seen. He never believed in remaining long in any one place, and so, his Diary is a rapid succession of vivid snapshots. It seems with interest and incident, and every page contains matter that begs for quotation. Lord Northcilliffe knew almost instinctively just what would interest his readers, and as the material intended for private circulation it is very personal and self-revealing, and the reflections of an eminently successful man, and the prophecies of a far-seeing and penetrating mind. "My Journey Round the World" is to be strongly recommended as a very excellent entertainment.

## MR BENNETT ON "FATE."

Arnold Bennett is in his most cynical mood in his new book, "How to Make the Best of Life" (Hodder and Stoughton). The wisdom he proffers is that of a Solomon up to date, and he talks to us about health, temperament, habits, love, and marriage, telling us what to seek and what to avoid. The book proves conclusively how much more interesting Mr. Bennett is as an essayist observing life than as a novelist caricaturing it. Here, for instance, is something for the sentimental Edwin and Angela to ponder—  
"The book is the belief that every youth and every girl has his or her particular 'fate' and unless or until he or she meets that 'fate' his or her life cannot be 'fulfilled.' It is certain that anything human can be that in the average happy marriage the husband would have been equally happy with any one of ten thousand other women, and the wife with any one of ten thousand other men. If each individual has his 'fate' it is extremely curious that his fate so often happens to be living in the same town or even in the same street. And again—  
"Provided that a girl has a fair amount of charm and is suitably situated as regards material conditions, she can, in my firm belief, win almost any man she chooses—and this without in the least departing from the rules laid down by society for the department of nice girls."

Only Mr. Bennett would dare to express opinions like these!

## A BEAUTIFUL BOOK.

A very fine example of the lavishness of the modern book producer's art is "Old English Towns," by William Andrews and Elsie M. Lang, Mr. Werner Laurie, who publishes it, has produced a very beautiful book indeed, that pleases the eye and will divide the hearts of its possessors. This volume combines the contents of a separate series, and may be regarded as a standard work. The authors have attempted to give descriptive and historical accounts of over forty of the more important of our English towns. Their rise, the chief buildings of past ages, and remarkable episodes and phases of old-time social life, receive consideration. It is shown how towns have risen and fallen, the protection of castles, how others have grown under the care of religious houses, while others have advanced under royal patronage.

The authors have spared very little into the realms of fancy, but have confined themselves to the historical facts associated with the places they describe, and the illustrators with pencil, brush, and camera have aided in a perfect collaboration. This book makes an admirable companion volume to the "Cathedrals of England and Wales," which is also published by Mr. Werner Laurie.

## THE MEDICINE MAN.

One of the most interesting chapters in Emil Dronenberg's "Laughing Water" (Bodley Head) is one in which this descriptive writer gives some account of the mysteries surrounding the curious rites performed by the medicine men. There is a closer affinity between the methods of these age-old practitioners and those of the modern top-dressed and frock-coated medico than one would believe. Mr. Dronenberg goes into the matter at some length, and sums up the medicine man's treatment thus—  
According to the Indian belief of the present day, patients suffering from the higher forms of hysteria, epilepsy and mental diseases are possessed by the spirit of a cannibal (Ween-di-go). To drive that spirit out from the sick person, the medicine man puts that awful mask with the horns over his head, dresses in bear skin, and attacks the patient in a bear skin.

(Continued at foot of next column.)

## MIXED POPULATIONS.

A LONDON NEWSPAPER'S  
COMMENT.

For our part, we do not shrink from the political or social implications of the policy for which the British settlers in Kenya stand. To put it quite plainly, when Europeans inhabit the same country with Asiatics or Africans or other coloured people they invariably find it necessary to live and act on the principle that these races are different from themselves, though not necessarily inferior. A free mingling of the races, which is often demanded by doctrinaires who have never lived under such conditions themselves, means in practice that men and women, boys and girls, of various colours, different religions, different habits, would live in the same streets and even in the same houses, would be brought up together, would be educated together and would intermarry. To us such things seem worse than undesirable. They are unnatural. The different races can quite well move on parallel lines which shall be quite separate. That seems to us to be the only reasonable solution. There is no question of inferiority; there is only a question of difference. It is very remarkable that in South Africa, where the problems of Indian immigration and of living side by side with natives have become intensely difficult, a regular plan of segregation of the races is being developed. This is happening under the government of General Smuts, and one has only to mention his name to convince Englishmen that any scheme which has his sanction is to say the least, not illiberal. Hindia caste-life is one of the most effective measures of segregation ever invented by the wit of man; so that when Hindus in Kenya protest against any segregation we may be allowed to smile at the ease with which they apparently believe that a thing can be and not be at the same time.

To have a just, not to say generous, measure of representation under a communal franchise, to allow them to have a majority under the common franchise would be not only to drive the British out of the business of administration but to put the original owners of the soil, the natives, under an Asiatic domination. That is not to be thought of. The welfare of the natives, and so long as they refuse to hand over that solemn responsibility to those who would be indifferent, if not actually unworthy, exercisers of it they shall have our support. No doubt on both sides—among both British and Indians—there are real spirits and mere self-seekers who go much beyond the average demands of their friends. These persons must not be allowed to wreck the negotiations with the Colonial Office, which will be difficult enough as it is. The Colonial Office is to some extent hampered by the encouragement which was given to the Indian immigrants of Kenya when Mr. Montagu's reforms were being introduced in India. A little oil in Kenya eased, for a moment, the growing machinery in India. But we have no doubt that the Duke of Devonshire is thoroughly alive to the significance of the issue for the whole Empire—a significance that is universal even when it has been stripped of the unnecessary provocations of high feeling and hot words.

The resolution by the Imperial Conference in favour of the Indians is beyond question the real snag. It is astonishing how often we Englishmen make a halter for our necks sentimentally pursuing a phrase though all the time we are reluctant not to be sentimental. Of course we hope that the Kenya problem will be settled quickly, but we hope that, if that should not be possible, the whole matter will be referred back to the Imperial Conference. There is plenty of justification for this. The issue concerns the whole Empire, and it was the Imperial Conference which produced a tangle by its contradictory pronouncements.

AN UNKNOWN AMERICAN  
RACE.NEW TRACES OF EARLY  
CIVILIZATION.

Remains of an American race hitherto unknown to archaeologists seem to have been discovered in the densely wooded region of Eastern Honduras, and Northern Nicaragua. Dr. Herbert J. Spinden, leader of the expedition sent by the Peabody Museum, Harvard University, which made the discovery, declared on his return to New York on May 1st, that ruins and relics representing the missing link in the chain of the old civilization along the Mosquito Coast intermediate between the Maya and Chonteco cultures. This race antedates the savage tribes found by Columbus on his fourth voyage (in 1502) along the coast from Truxillo eastwards.

On the village site at Copete there was a wall extending 3,200ft. along the river. Behind this wall was a deep ditch and another smaller wall. In stone courtyards there were many three-legged stone stables similar to corn cobs, and representing the heads of jaguars, crocodiles, serpents, and crouching monkeys, finely conventionalized. Many Metates had been carved from single blocks of volcanic stone weighing from five to ten tons each. There were besides finely made statuettes of animals and bowls covered with exquisite geometrical designs.

Dr. Spinden believes that this civilization originally extended from the vicinity of Bluefields to Uluu Valley along four hundred miles of coast. The Indians informed him that still richer fields of exploration lie in the Plain and Patuca rivers. He is arranging a new expedition to explore these areas.

patient with the most terrible howls in the firm belief that the evil spirit will get frightened and leave the poor wretch. It is not impossible that the barbarous treatment and proved successful in some cases and that Brown Thunder was therefore genuinely convinced of its efficacy. By the laws of neurology every minor impulse is released by a greater one. So it was quite possible that the fear, caused by this terrible ogress-mask and the fearful howls, supported by the superstitious belief in the power of the medicine man, had proved sufficiently strong to cure his hysterical attack. The greater shock of that fear had simply released the smaller one, the spasm of the nerves.

"Laughing Water" is a picturesque novel with a decided atmosphere about it—the atmosphere of the Red Indian and the Canadian prairie, and it has a somewhat unusual theme very tenderly worked out.

## £850,000,000 SAVED.

THE DISPOSAL BOARD COMPLETES  
ITS WORK.

A REMARKABLE RECORD.

"I do not think the country realises," Sir Robert Horne said, at a recent gathering at which the work of the Disposal Board was reviewed and brought formally to a close, "what has been accomplished by the Board." From first to last (writes a representative of *The Observer*) it has saved six hundred and fifty millions' worth of material, the sales of surplus property and stores having realised £340,000,000, and of raw materials on trading accounts £310,000,000. Over three million separate sales were made by the Board, ranging from a few shillings to seven million pounds. More than a thousand auctioneers have been employed, and stores described under three hundred and fifty thousand separate catalogues have been successfully dealt with. The sales represent the largest operations that have ever been carried out in the whole history of the world in a period of little more than four years. The conditions were those of the most extraordinary difficulty. Stores were scattered all over the world, many of them in regions wasted by the war. Great problems had to be solved in sorting and transport, and on top of this all came the breakdown of Continental exchanges and the general slump in trade.

A GREAT SUCCESS.  
No other nation indeed was faced after the war with such a problem of surplus property. Yet no other nation has solved it with anything like the success achieved by Great Britain. The total sales by the United States Government of their surplus stores amount, approximately, to £240,000,000, and those by the French Government to £100,000,000.

Lands, buildings, factories, timber, huts, building materials, furniture, plants and machinery, railway material, dock equipment, horses, textiles, leather, food, medical stores, metals, chemicals and explosives, aircraft and mechanical transport, are amongst the main lines of property and stores that have been sold.

The policy of the Board, as Sir Howard Frank, chairman of the Disposal and Liquidation Commission, has recorded in an official memorandum, was that of taking advantage of every opportunity to sell where reasonable offers, approximating to the market price of the day, could be obtained, and thus, on the one hand, avoiding the holding up of sales indefinitely, and on the other, refusing to sacrifice public property. The Board do not claim that they have made no mistakes, but a general outcome of British disposals has been one of which the country may certainly feel proud. The work of the Board, moreover, has been done for the most part by business men in an honorary capacity, assisted by a staff composed mainly of temporary State employees, who had in front of them all the time the prospect of losing their jobs as soon as the sales in their department were completed.

## TEN MILLIONS' WORTH STILL UNSOLD.

The Board was appointed, it may be recalled, in January, 1919, by Lord Inverforth, who was then Minister of Munitions. On the termination of the Ministry of Munitions the Disposal and Liquidation Commission was constituted, and Lord Inverforth became the first chairman, being succeeded, on his resignation in May, 1921, by Sir Howard Frank, Sir Charles Barrie succeeding Sir H. Frank as chairman of the Board.

The duties of the Disposal Board practically ceased at the end of last March, the work then remaining for completion becoming the direct responsibility of the Disposal and Liquidation Commission, the members of which at the present time, in addition to the chairman, Sir Charles Barrie, M.P., Sir Nicholas Waterhouse, Sir Sigmund Danneberg, Sir Daniel Neillan, Mr. W. I. Hichens, and Sir Maurice Levy.

At present there is some £10,000,000 worth of property, including lands and factories, remaining unsold. There are also a large number of forward contracts for textiles, aircraft and metals which have still to be administered. Government Departments, such as the Admiralty, War Office, and Air Ministry, will now sell direct such stores as become surplus to their requirements, thus going to the custom that prevailed before the war. The staff at present employed by the Department at home and in India, Egypt, Iraq, and Palestine numbers seven hundred, about a per cent of whom are ex-Servicemen, mainly disabled. This would compare with 1,600 a year or so ago. The work at stations abroad is nearly completed; in India it is hoped to close down in June, and in Egypt by the end of the present month.

When the case of V. V. Macdonnell, a young Shanghai solicitor, charged with obtaining money by means of a false cheque, came before a judge and jury in the Supreme Court last week, events took a sensational turn. Permission was given to alter the date of the alleged signing of the cheque, and in the course of the proceedings his Lordship, in the matter of dates, pointed out that Mr. J. H. Hammond, the complaining witness, had sworn two false oaths. It would be for the jury to say what they thought of this. The case was adjourned until the following day.

The President of the South Manchurian Railway gave a banquet recently in honour of the Foreign Consuls at Dairen. Our Japanese contemporary at that port tells us that the banquet was one of the most sumptuous and enjoyable functions ever given in the port. "It had a refinement and privacy hard to be found at a public house." We are further told that the evening "perfumed with the fragrant bowers of a poise," became "fraught with a sweet atmosphere of brotherly congeniality." The distinguished host, at the appropriate stage in the evening's proceedings, "raised his glass in toast for his guests," and "the courtesy was most heartily reciprocated time and again." Then one could led the singing of "For he's a jolly good fellow," another "started singing a popular drinking song and everybody joined with him." These "happy examples" were followed by other guests, and finally "after dinner, the company repaired to the drawing room, and everybody, mellowed into the highest spirits, contributed a full measure of his share to make it a regular grand evening of it." But that is not to say that it was unduly prolonged. If query it appears to have been short for we read that "the successful party broke-up at half-past 10."



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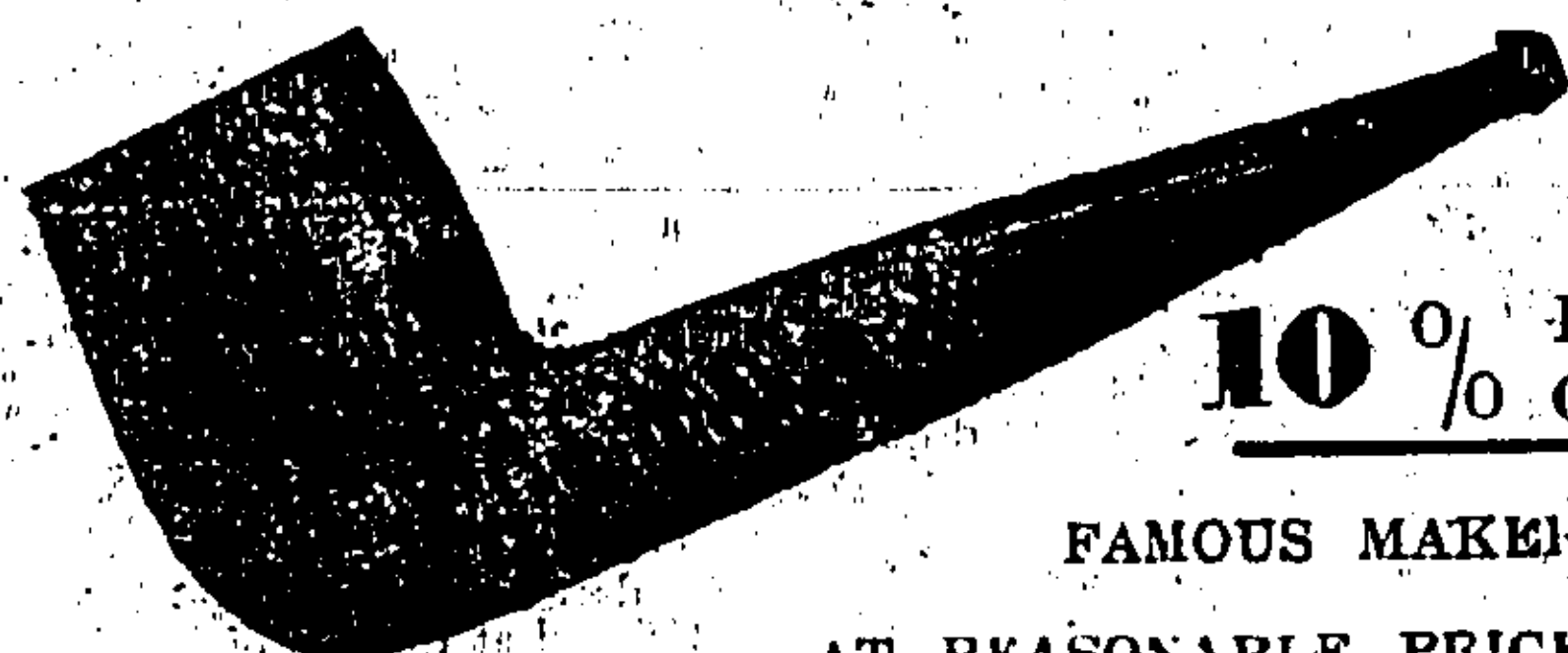
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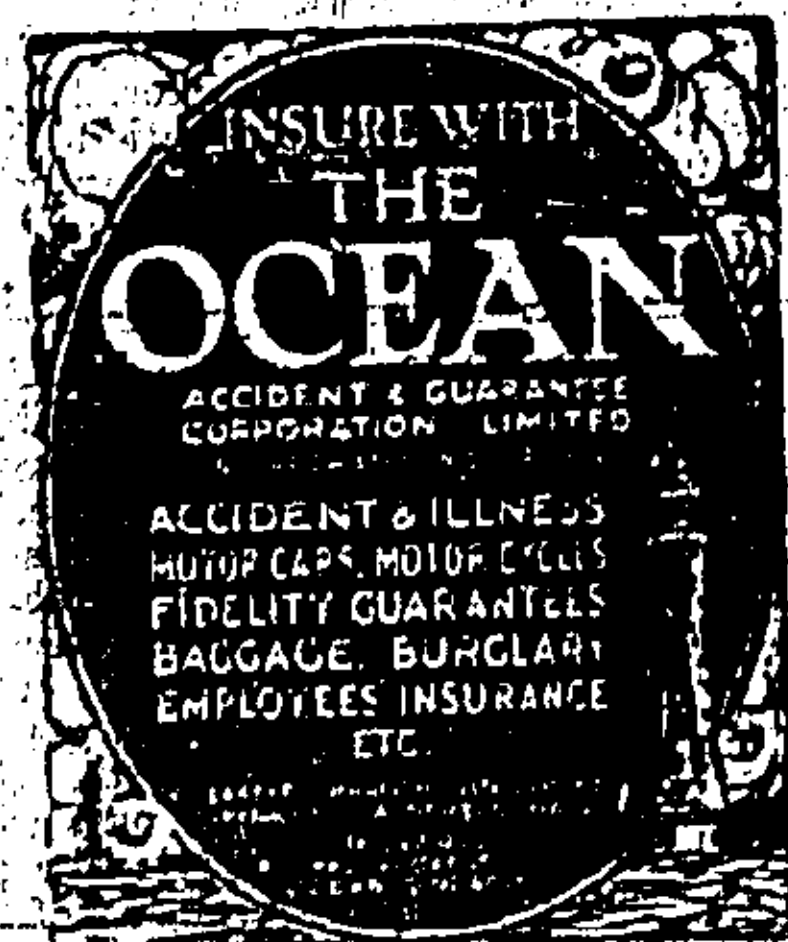
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### THE SEVENTH WONDER. THE BEAUTY OF WOMEN.

[By E. A. OSBORN.]

I have lately been asking my more complaisant friends to give me lists of the Seven Wonders of the World (modern), and now possess half a dozen of these curious documents, only one of which is the conventional catalogue of statues, pictures, and historic buildings. The modern mind, as revealed in these lists, is capable of seeing more beauty in a sailing ship, leaning her white breasts against the western wind, than in the Parthenon, and of preferring the passionless power of a great machine (such as a 5,000 h.p. engine installed in a factory) to the grace and thunder of the Odyssey. Here is a typical list: (1) Dante's "Divine Comedy"; (2) a modern exhibition of roses; (3) Notre Dame; (4) a great airship; (5) a game at cricket; (6) Eton or the British Constitution; and (7) the modern orchestra. Some day, perhaps, when there is not a single, fruitful idea in my dark and decrepit mind, these lists—and others I am expecting—shall be made the theme of a strictly secular dissertation, of a Friday essay that is a substitute for the large and luxurious fish which Horatius, the Roman child, ridiculed for refusing meat at dinner and dismissed with a very hungry belly, discovered in the water pitcher. Meanwhile it is a singular fact that none of the lists in hand include man's most august masterpiece—the beauty of women; which he has been at work on for a million years and must surely rank, despite its incompleteness, as the Seventh, or supreme, Wonder of the world we live in.

It is by an age-long process that we men have made women the presentable objects of contemplation they are to-day. Let us consider a single significant act in this quaint drama of aesthetic evolution. When the human race finally descended from its nests in the green tree tops (very like the rude platform built in a Regent's Park beech by the chimpanzee that escaped from the Zoo), it had no need of clothes, both males and females possessing a thick, warm covering of hair. By slow degrees this covering vanished, and the time came when the last conspicuous vestige of it—the "face mask" of a certain facetious novelist—seemed out of place on the visage of a skin-clad Eve. When he blushed her face was like Shagpat's—like an exceeding red berry in a bush—and it presently occurred to the lord of her destinies that beauty should be bare faced. Far beyond the brink of evening, in a fair and fantastical future, he had a glimpse of the features of his ideal—a completion of the features of his ideal—without any veil of whiskers whatsoever. All great Art is slow but sure, and many centuries had passed before, by man's deliberate preference of the less hairy maidens as help-mates, the countenance of the beloved was completely unveiled.

In the end, by this self-same process of selection, the woman's face was unveiled and her form rendered nearer and yet nearer to his heart's desire. One of the latest histories of the making of mankind touches discreetly on the evolution of the beauty of women. Primitive man, insisted on a superabundance of adipose deposit; so that the "Willendorf Venus," a prehistoric statuette of the Aurignac Period, is like the Fat Lady in a fair or dipper man. The primitive notion that fatness is in itself beautiful still survives among races which are by no means uncivilised; for example, whereas slender figures are preferred in Northern Europe, the Southern Italian still prefers the *bella grossa*—the full-bodied beauty. And a certain measure of plumpness is universally insisted on by man, the master artist; because it is the plastic material which his preference, potent in the end as the creative hand of the sculptor working in clay, moulds into forms of loveliness that are ever more subtle and intriguing.

To-day, as Mr. Aldous Huxley points out in a delightful essay, man has actually solved the problem of changing the faces and figures of women to suit the taste of each subsequent generation. "Beauty in 1920," to give the title of his essay, is a study in science and in art altogether worthy of one who is the grandson of Thomas Huxley, as well as of Matthew Arnold. It shows how the accepted type of female beauty has changed several times, under the compulsion of man's wonder-working artistic eye, during the last hundred years or so. Between the Thirties and Forties all the women accounted beautiful had egg-shaped faces, swan-like necks, rounded champagne-bottle shoulders. And their feet (of which only one was ever exhibited) were small oblong objects like a tea-leaf. In the Eighties the oviform girl had vanished, and the tall, steep-backed Du Maurier type was ubiquitous. And two years ago the Fish girl and other kindred flat-faced women had displaced the beauties who were just plagues of Dr. Maugham's stately daughters, divinely tall and having the "crisped hair" of the Georgian poem. Mr. Aldous Huxley thinks that the feet of young women, now so exorbitantly exhibited and no longer expected to be as gently provocative as the pretty pair in Suckling's ballad:

Her feet beneath her petticoat  
Like little mince stile in and out  
Have been altered even more radically than their faces and figures. "The tea-leaf," he writes, "has been replaced by two feet of rich baroque design, curved and florid, with insteps like the necks of Arab horses. In America, moreover, these changes take place with a rapidity bewildering to us slow, stodgy islanders. Thus the Gibson picture captured the eye of many, the master artist, and in a trice you saw nothing but Gibson girls in the American streets that had been populous the week before with cosy blondes, just big enough to make an armful for some strong and silent billionaire. This is a tremendous subject, and I have only touched the fringe of it. But enough has been said, surely, to prove that the beauty of women is the creation of men from first to last, from the "Willendorf Venus" to Mona Lisa and from Mona Lisa to the latest debutante, and must be included in every list of the Seven Wonders.

"The Evolution and Progress of Mankind," by Professor Herman Klatsch, M.D. Edited and enlarged by Professor Adolf M.D. Illustrated by Joseph Mc Abbs. Illustrated. Fisher Unwin, 25s. net.  
On the Margin Notes and Essays by Aldous Huxley, Chatto and Windus 5s. net.

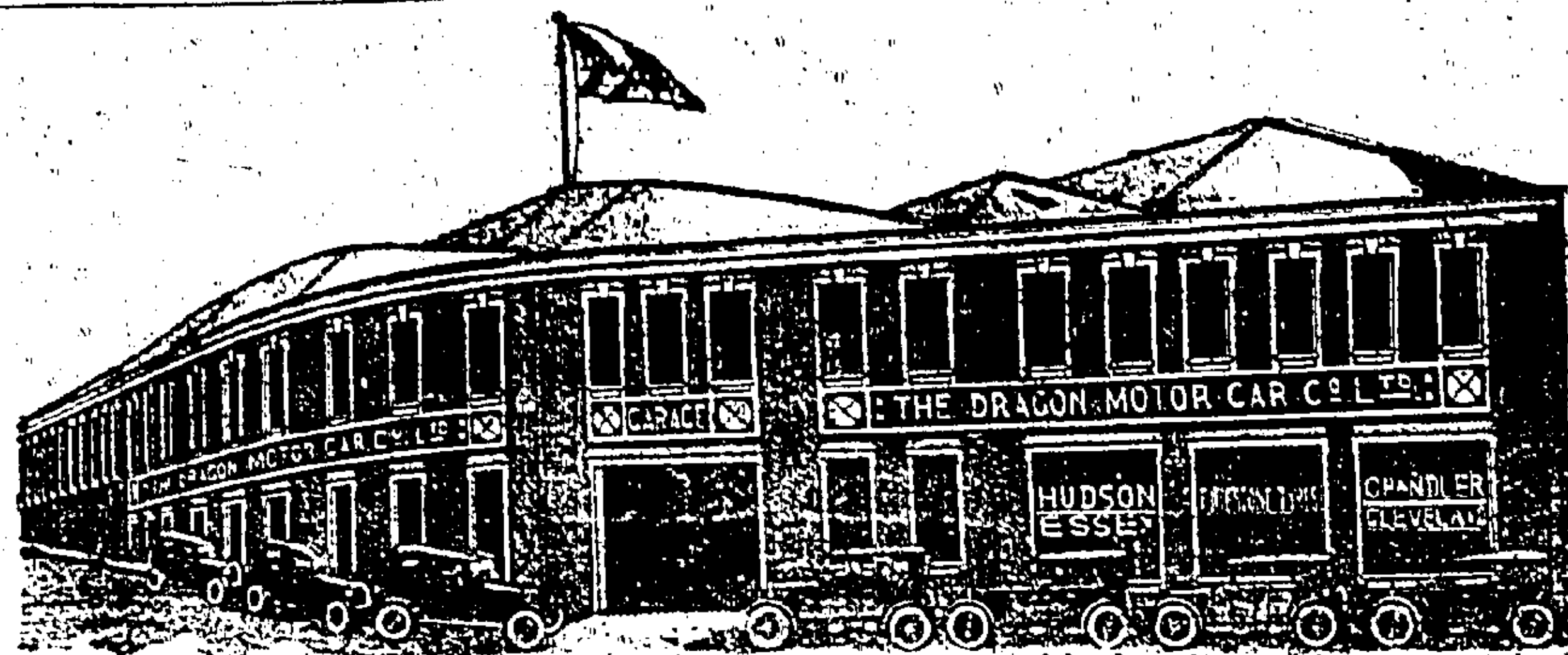
In America the opinion is held with astonishing vigour that Americans are altogether too innocent and unskilled to have any chance of coping successfully with the Machiavellis of Europe.—Lord Robert Cecil.



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"THE CHINA OVERLAND TRADE REPORT." Subscription, paid advance, \$12 per annum. Including Postage to any part of the world. \$14.

## PROVISION OF DRINK ON BOARD SHIP.

### BRITISH COMPULSORY PROPOSALS.

Entitled "A bill to provide for the supply of liquor in all vessels carrying passengers in British waters," the text was issued last month of a measure backed by Lieut. Col. Courthorpe, Sir John Norton-Griffiths, Capt. Erskine Bole, Sir Clement D'Almeida-Ida, Col. Champion, Sir Keith Fraser, Mr. Gershon Stewart, Col. Grettton, Sir Frank Hall, Col. James, Mr. Hohler, and Sir William Davison.

The operative clauses of the bill are:—  
(1) The owner or master of every sea-going passenger steamer before leaving any British port shall provide and cause to be kept on board a sufficient quantity of wine, spirits, beer, cider, and other liquor to supply the reasonable requirements of the passengers throughout the intended voyage.

(2) The owner or master of every sea-going passenger steamer within British territorial waters shall cause the reasonable demand of any passenger for wine, spirits, beer, cider, or other liquor to be supplied.

(3) If the owner or master of any sea-going passenger steamer fails to comply with the requirements of the above sections he shall for each offence be liable to a fine not exceeding £20 in respect of every passenger carried in such steamer.

### EXISTING REGULATIONS.

In the House of Commons Mr. Decker asked the President of the Board of Trade if, seeing it is a Board of Trade regulation that steamships must carry 15 bottles of port and eight bottles of brandy for a crew of 41 or over, he would see this regulation is strictly adhered to and whether he would issue instructions that no clearances papers will be issued to a ship sailing from China and Japanese ports that does not comply with this regulation.

Sir P. Lloyd-Greame said the regulations for the supply of medical stores would continue to be enforced in the various classes of ships to which they applied, and he had no reason to think further instructions were required.

## THE PORTS OF THE BIG SHIPS.

Southampton says a writer in the *Daily Mail*, will soon be berthing the largest liner in the world, the *Leviathan*, which is at last to be used in the Atlantic trade, after lying idle for years.

The *Leviathan* is of just under 60,000 tons. The next biggest is the *Mauretania*, and the *Imperator*, both of over 50,000 tons, the *Agatania* and *Olympic*, over 40,000 tons, and the *Homer* and *Mauretania*, over 30,000 tons. All these ships use Southampton as their European base, and their port on the other side is New York. They call at Cherbourg, but no other port ever sees them except when they go for repairs or take millionaires round the world on a luxury trip.

Of our own ports, then, Southampton has a monopoly of the biggest ships. She will berth, in the *Leviathan*, a ship about twice as large as the biggest that uses Liverpool. Since the Cunard Line began to use Southampton, Liverpool's biggest craft have been of between 20,000 and 30,000 tons.

Southampton is not likely to see any ship of over 60,000 tons, or Liverpool one of much over 30,000 tons, for some years to come. Southampton's big seven are all of pre-war design or construction, and the new ships that come to her are more modestly planned. The port that really is edging up the "tonnage of her biggest ships" year by year is London.

Not so very long ago London looked upon the 10,000-tonner as a big ship. Now and again she passes 12,000-ton ships up to the inner docks, but she preferred to keep them down at Tilbury. The largest ship she berthed before the war was of about 14,000 tons.

But this year she will accommodate 4 steamers of over 20,000 tons each—new boats, two of which belong to the P. and O. and two to the Atlantic Transport Line. The P. and O. boats will stop down at Tilbury, but the Atlantic Transport boats will pass up to the new George V. Dock.

With four steamers of over 20,000 tons trading regularly from her docks, London feels that she is looking up among the ports of big ships. She has beaten Hamburg and Bremen, which for the moment have lost their biggest ships, and is approaching Liverpool and Antwerp.

## A MARINE MYSTERY.

DREDGER'S CURIOUS FIND AT TANJONG PAGAR.

An interesting find has been made by the Singapore Harbour Board dredger *Shrimp* during operations on a shoal off the main wharves at Tanjong Pagar.

It is the stern frame of a ship (the part adjacent to the propeller and rudder), and from details in its construction, it is evident that it belonged to a first-class and comparatively new ship, whose tonnage must have been anything up to 10,000. The time in which the stern frame has been in the water is estimated at two or three years, judging from the extent which it is eaten away and from the barnacles upon it, but the period may, of course, have been much longer than that. The find is of massive dimensions, being fifteen feet in length and eight feet at the aperture.

Considerable interest has been aroused by this marine discovery, as it is a rare occurrence for a ship to lose her stern frame, and no report of any such accident has been made to the port authorities. It is, however, pointed out that the breakage took place in such a way as to leave the rudder hanging, and steering would, therefore, be possible for a considerable time in calm weather. The cause of the breakage was evidently the ship striking against the shoal, and such an occurrence might possibly not be noticed in the excitement of getting away.

At a meeting of the Committee of Women appointed by the Minister of Labour to inquire into, among other things, the effect of the unemployment insurance on the supply of domestic servants, evidence was given to the effect that the worker on entering resident domestic service lost status.

# PEPS

SUFFERERS from the throat, chest and lung ailments so prevalent in Far-Eastern climates, gain speedy relief through Peps.

You simply dissolve Peps of their silver wrapping and dissolve the tablets in your mouth. Your breath carries the fine vapours and other medicinal essences, which are released, to all parts of the throat, nasal and bronchial passages where liquid medicine cannot possibly reach. This Peps vapour destroys all germs with which it comes in contact, soothes and heals tissues damaged by coughing, and strengthens the delicate lining membrane of the passages to the lungs.

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## INDO-CHINA

### STEAM NAVIGATION COMPANY, LIMITED.

SALES	SUBJECT TO ALTERATION.
BANGKOK via SWATOW	"OHAKSANG" ... Tuesday, 26th June, Noon
Kobe via AMOY and MOI	"NAMSANG" ... Wednesday, 27th June, D.L.
TSINGTAI via SWATOW	"TUSANG" ... Wednesday, 27th June, 10 a.m.
SHANGHAI	"FOOKSANG" ... Wednesday, 27th June, 8 p.m.
SHANGHAI via SWATOW	"LEESANG" ... Friday, 29th June, 8 a.m.
SHANGHAI via HOIHOW	"HINSANG" ... Friday, 29th June, Noon
SANDAKAN	"TAISANG" ... Friday, 29th June, Noon
SHANGHAI via SWATOW	"WINGSANG" ... Friday, 29th June, 3 p.m.
MANILA	"CHIPSANG" ... Saturday, 30th June, Noon
TIENHSIN	"TUNGSHING" ... Sunday, 1st July, Noon
SHANGHAI via SWATOW	"TAKSANG" ... Tuesday, 3rd July, Noon
SHANGHAI via SWATOW	"WAHSANG" ... Friday, 6th July, Noon
BANGKOK via HOIHOW	"CHUNSHANG" ... Friday, 6th July, 8 a.m.
SHANGHAI via SWATOW	"KUTSANG" ... Saturday, 7th July, 3 p.m.
Kobe via SHANGHAI	"HOSANG" ... Saturday, 14th July, Noon

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore (via Rangoon) from Calcutta via Rangoon, Penang, and Singapore. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers by two 5,000 ton steamers, "HIEBANG" and "MATRANG". Both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datu.

TIENHSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Wednesday, 27th June at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

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JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"CARNARVONSHIRE"	25th June	"GLENAPP"	2nd July	Genoa, London, Rotterdam and Hamburg.
"GLENBEG"	15th July	"GLENBEG"	15th July	Genoa, London, Rotterdam and Hamburg.
"GLENSANDA"	30th July	"GLENIFFER"	8th August	Genoa, London, Rotterdam and Hamburg.
"GLENSHANE"	13th Aug.			
"PEMBROKESHIRE"	27th Aug.			

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,  
The Glen Line, Ltd., AGENTS.

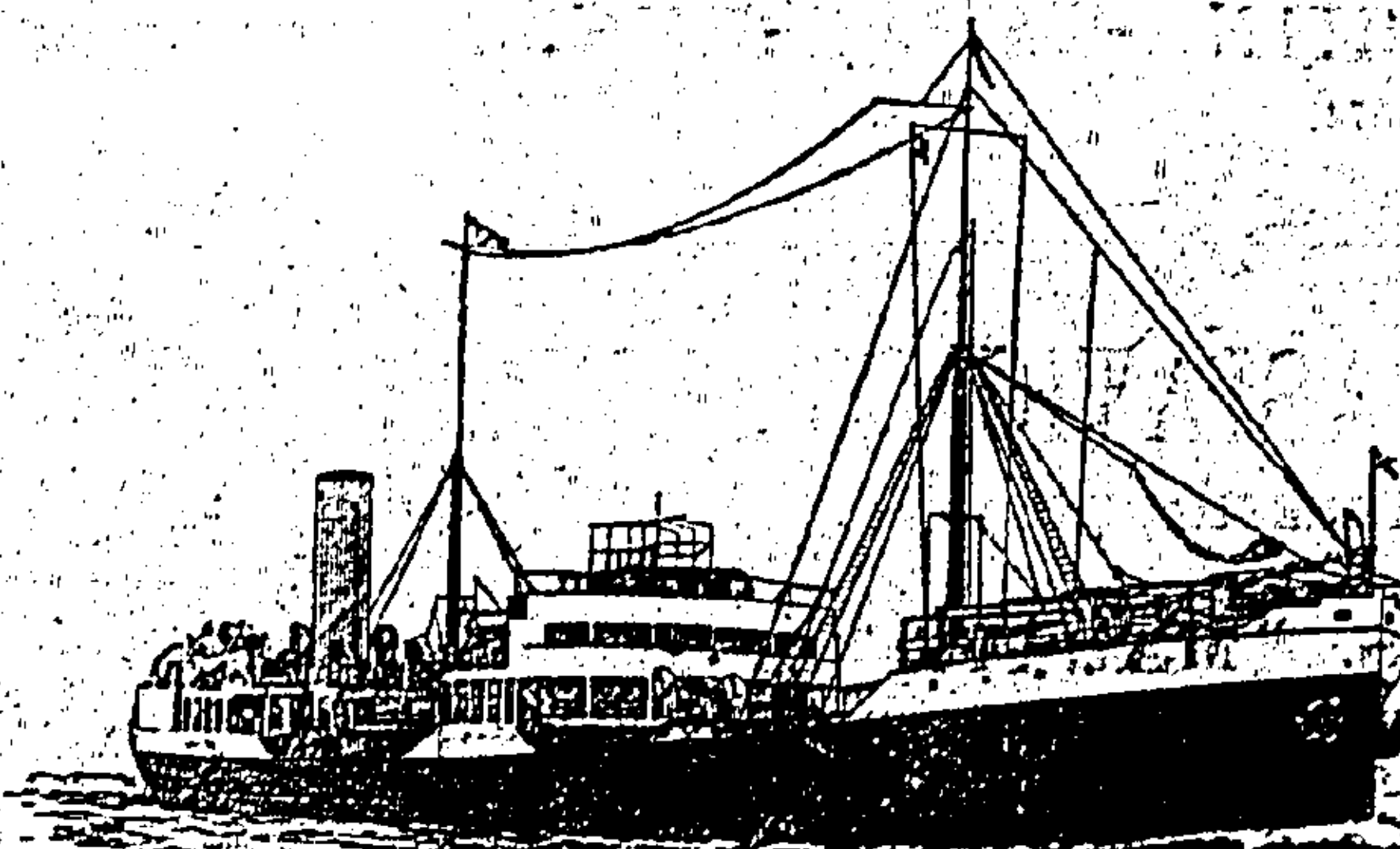
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4370' x 53' x 31'0" x 6,400 tons d.w. x 3100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO-BAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

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(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

S.S. "CITY OF BOSTON" ... 23rd July ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

S.S. "CITY OF CORINTH" ... 30th June ... Marseilles, London, Antwerp & Hamburg.  
S.S. "CITY OF MANCHESTER" ... 17th July ... do.

## PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class 292.—2nd Class 262.
"B" Class Steamers	...	1st Class 284.—2nd Class 258.
"C" Class Steamers	...	1st Class 286.

N.B.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

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HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

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## Sailings from Hongkong.

S.S. "DIOMEDE"	...	via Suez Canal	...	25th July.
S.S. "TELMACHUS"	...	via Suez Canal	...	15th July.
S.S. "LANGTON HALL"	...	via Suez Canal	...	25th July.
S.S. "CITY OF MADRAS"	...	via Suez Canal	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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(JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**  
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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
CHILLI	...	...	25th July
ORTHOS	...	...	25th July
ANGOR	...	...	25th July
CHAMBERLAIN	...	...	25th July
PAUL LECAT	...	...	25th July
ANDRE LEBON	...	...	25th July

## RATES OF PASSAGE/MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class)	...	...	...
B CLASS (1st Class)	...	...	...
C CLASS (2nd Class)	...	...	...

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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S.S. "MAGES" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 28th June.

S.S. "LE DE MESSIEY" loading for HAVRE, ANTWERP &amp; DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

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3, CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and mess hall.

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HAIPHONG	...	Capt. J. B. Thomson	Tuesday, 26th June, at 1 p.m.
HAIPHONG	...	Capt. W. C. Parnson	Friday, 29th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Main Pier).

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General Managers.

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## GENERAL IMPORTS &amp; EXPORTS

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Ton.	From Hongkong (about)	Destination
"DELTA"	8,097	27th June, 11 a.m.	Bay, Mars, Gib, L'don & Antwerp
"SICILIA"	8,312	30th June, Noon	Bay, Mars, Gib, L'don & Antwerp
"MALTA"	10,341	11th July	Bay, Mars, Gib, L'don & Antwerp
"NAGPORE"	5,283	14th July	Bay, Mars, Gib, L'don & Antwerp
"KIDDERPORE"	5,334	19th July	Singapore, Colombo & Bombay
"DUFFAN"	9,099	26th July	Singapore, Colombo & Bombay
"SOUTHERN"	8,666	4th Aug.	Mars, Gib, London & Antwerp
"KHIVA"	9,017	8th Aug.	Bay, Mars, Gib, L'don & Antwerp
"KASHMIR"	8,841	22nd Aug.	Mars, Gib, London & Antwerp
"SICILIA"	8,312	26th Aug.	Bay, Mars, Gib, L'don & Antwerp
"MACDONALD"	10,613	29th Sept.	Bay, Mars, Gib, L'don & Antwerp
"DORSET"	8,066	21st Sept.	Mars, Gib, London & Antwerp
"MANTUA"	10,902	5th Oct.	Bay, Mars, Gib, L'don & Antwerp
"KARMA"	9,068	19th Oct.	Mars, Gib, London & Antwerp

## BRITISH INDIA - APCAR. SAILINGS

"TAKADA"	6,849	1st July	Singapore, Penang & Calcutta.
"TANDA"	6,856	10th July	Singapore, Penang & Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne).
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Frequent connections for Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"TORILLA"	5,205	30th June	Moji & Kobe.
"KHIVA"	9,017	1st July	Shanghai, Moji, Kobe & Yokohama.
"ST. PATRICK"	4,500	14th July	Moji, Kobe & Yokohama.
"KASHMIR"	8,841	14th July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.  
First Class Passengers may travel by R.P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.All Cabins are fitted with Electric Fans free of charge.  
Parcels Messing not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
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NEW YORKS.S. "GALIC PRINCE" ... on or about 26th June.  
S.S. "GOTHIC PRINCE" ... on or about 23rd July.

For Freight and full particulars apply to—

## FURNES (FAR EAST) LIMITED,

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

S.S. "ALBA MARU" ... Saturday, 14th July

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon

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S.S. "SEATTLE MARU" ... Monday, 9th July

BOMBAY—fortnightly service via Singapore and Colombo.

S.S. "BURMA MARU" ... Friday, 6th July

S.S. "BORNEO MARU" ... Sunday, 8th July

SAIGON, BANGKOK, SINGAPORE &amp; DELI—Regular monthly Passenger Service.

S.S. "BUSHO MARU" ... Monday, 2nd July

CALCUTTA—Monthly Service via Singapore and Rangoon.

S.S. "MALAY MARU" ... Saturday, 7th July

VICTORIA, SEATTLE, TADOMA &amp; VANCOUR—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

S.S. "ARIZONA MARU" ... Saturday, 14th July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama Canal.

S.S. "HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

S.S. "KASHI MARU" ... Friday, 27th June

KEELUNG, SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.

S.S. "ANAKUSA MARU" ... Sunday, 1st July

TAKAO via SWATOW &amp; AMOY.

S.S. "BORNEO MARU" ... Thursday, 5th July

TAKAO DIRECT.

S.S. "KISHI MARU" ... Monday, 16th July.  
For sailing dates and further particulars please apply to—  
Tel. Central No. 4992**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
HONGKONG, PAKHOI & HAIPHONG	"YUNNAN"	On 26th June, 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 26th June, Noon
MANILA	"TEAN"	On 26th June, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 28th June, 4 p.m.
SWATOW, AMOY & SHANGHAI	"OBERANG"	On 27th June, 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 28th June, Noon
HONGKONG & SINGAPORE	"CHINHUA"	On 28th June, 11 a.m.
HONGKONG & BANGKOK	"LINAN"	On 29th June, 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 1st July, D.L.
BANGKOK	"CHENAN"	On 1st July, D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 1st July, Noon

Excellent Saloon accommodation midships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooking.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
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Agents  
HONGKONG & CANTON CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

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(HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.)

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sulu, & Sulu Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

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